99TH CONGRESS } SENATE { TREATY DOC.
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1983 PARTIAL REVISION OF THE RADIO REGULATIONS (GENEVA, 1979) AND A FINAL PROTOCOL

MESSAGE

FROM

THE PRESIDENT OF THE UNITED STATES

TRANSMITTING

THE PARTIAL REVISION OF THE RADIO REGULATIONS (GENEVA, 1979) OF THE INTERNATIONAL TELECOMMUNICATION UNION AND A FINAL PROTOCOL, SIGNED ON BEHALF OF THE UNITED STATES AT GENEVA ON MARCH 18, 1983

JANUARY 7, 1985.—Treaty was read the first time, and together with the accompanying papers, referred to the Committee on Foreign Relations and ordered to be printed for the use of the Senate

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LETTER OF TRANSMITTAL

THE WHITE HOUSE, *January 4, 1985.*

To the Senate of the United States:

With a view to receiving the advice and consent of the Senate to ratification, I transmit herewith the 1983 Partial Revision of the Radio Regulations (Geneva, 1979) and a Final Protocol, signed on behalf of the United States at Geneva on March 18, 1983.

I transmit also, for the information of the Senate, the report of the Department of State with respect to the 1983 Partial Revision.

The 1983 Revision constitutes a partial revision of the Radio Regulations (Geneva, 1979) to which the United States is a party. The primary purpose of the present revision is to update the existing Regulations to take into account introduction of advanced techniques for maritime mobile, distress and safety communications. The Revision is consistent with the proposals of and positions taken by the United States at the 1983 World Administrative Radio Conference for the Mobile Services of the International Telecommunication Union.

At the time of signature, the United States Delegation submitted a statement countering an unfounded political allegation of Cuba. The specific statement, with reason, is given in the report of the Department of State.

The 1983 Partial Revision of the Radio Regulations will enter into force on January 15, 1985 for Governments that, by that date, have notified the Secretary General of the International Telecommunication Union of their approval thereof. I believe that the United States should become a party to the 1983 Partial Revision as soon as possible, and it is my hope that the Senate will take early action on this matter and give its advice and consent to ratification.

RONALD REAGAN.

LETTER OF SUBMITTAL

Department of State,
Washington, October 10, 1984.

The President:

I have the honor to submit to you, with a view to its transmission to the Senate for advice and consent to ratification, the Partial Revision of the Radio Regulations (Geneva, 1979) of the International Telecommunication Union and a Final Protocol. The Radio Regulations are, in fact, a treaty regulating the international use of radiocommunications. Amendments or revisions to the Radio Regulations, therefore, must also be submitted to the Senate for its advice and consent.

The United States is a party to the existing Radio Regulations (Geneva, 1979) which were adopted at Geneva on December 6, 1979 and which entered into force for the United States on October 27, 1983. The 1983 Partial Revision was adopted at the World Administrative Radio Conference (WARC) for the Mobile Services (hereafter referred to as Mobile WARC), held under the auspices of the International Communication Union (ITU) at Geneva, February 28–March 18, 1983.

The text of the 1983 Partial Revision is contained in a bound volume, designated Final Acts, which also includes a Final Protocol signed on behalf of the United States at Geneva March 18, 1983. The Final Acts also contain resolutions and recommendations which are transmitted to the Senate for its information, but do not require ratification. The certified English texts of the Final Acts are submitted herewith. Certified copies of the texts in French are also available.

The purpose of the Mobile WARC was to harmonize some provisions for the mobile and mobile-satellite radio services, and in particular to improve and develop new provisions related to distress and safety matters. The agenda of the Conference, therefore, was limited to reviewing, and revising as necessary, the Radio Regulations in regard to the distress and safety matters in the mobile and mobile-satellite services. It is anticipated that a broader review of the provisions of the Radio Regulations concerning mobile services is to be accomplished.

The principal task of the Mobile WARC was to adopt provisions enabling the introduction of the Future Global Maritime Distress and Safety System, which is currently under development by the International Maritime Organization (a Specialized Agency of the United Nations), and the establishment of an orderly transition phase which would not disturb the existing safety and distress systems. The present distress and safety system depends primarily on ship-to-ship alerting. The Future Global Maritime Distress and Safety System will augment the present level of safety with reliable ship-to-shore distress alerting and shore-to-ship rescue alerting and will introduce new terrestrial and satellite techniques in this vital area. The Mobile WARC was thus obliged to seek a balance between maintenance of essential and proven current provisions, which relate to existing equipment, practices, procedures, and adoption of new provisions for the Future Global Maritime Distress and Safety System.

The Mobile WARC reviewed and revised the following articles of the Radio Regulations relating to the mobile and mobile-satellite services and added one new Article: Article 1, Terms and Definitions; Article 8, Frequency Allocations (footnotes only; consequential to decisions taken by the Conference); Article 12, Sub-Section IIB, Procedure to be followed for Coast Radiotelephone Stations Operating in the Bands Allocated Exclusively to the Maritime Mobile Services Between 4,000 kHz and 23,000 kHz, and Sub-Section IIC, Procedure to be followed for Aeronautical Stations Operating in the Bands Allocated Exclusively to the Aeronautical Mobile Services Between 2,850 kHz and 22,000 kHz; Article 25, Identification of Stations; Article 35, Radiodetermination Service and Radiodetermination-Satellite Service; Chapter IX, Distress and Safety Communications, Articles 37–42; Articles 42A, 43, 44, and Articles 46–52, the Aeronautical Mobile Service; Articles 55, 59, 60, 62, 65, the Maritime Mobile and Maritime Mobile-Satellite Service. The Mobile WARC also reviewed Appendices 13, 14, 16, 18, 31, 33, 37, 37A, and 43 of the Radio Regulations; and relevant Resolutions and Recommendations of the 1979 World Administrative Radio Conference. Several of the above articles of the Radio Regulations contain provisions that affect the Future Global Maritime Distress and Safety System. Each major item and substantive action is described briefly in the following paragraphs.

A new definition was added to Article 1 dealing with satellite emergency position-indicating radiobeacons.

A number of frequency allocation footnotes were modified, new ones were added, and one was deleted, with consequential changes to the Table of Frequency Allocations in Article 8. With the exception of one editorial amendment, these new and modified footnotes relate to distress and safety matters incorporating conditions of use of the different frequencies, making appropriate reference to other articles of the Radio Regulations.

The notification and registration procedures contained in sub-sections IIB and IIC of Article 12 were amended for coast radiotelephone stations and aeronautical stations operating in the exclusive maritime mobile bands between 4,000 kHz and 23,000 kHz and the exclusive aeronautical mobile bands between 2,850 kHz and 22,000 kHz. One of the provisions will now permit stations to put frequencies into use, after receiving a favorable finding, even though they have no allotment in the basic Appendix 27 Allotment Plan and to have them provisionally recorded in the Master International Frequency Register. Such registrations would then receive protection from other similar registrations, but they could not impede implementation of Appendix 27 planned allotments. Appendix 27 contains, *inter alia*, the frequency plan for commercial air carriers flying established international air routes.

Frequencies, in several bands allocated to the maritime mobile service, were designated for various functions in connection with the Future Global Maritime Distress and Safety System. Three channels in each of five high frequency bands were designated similar to the U.S. proposal for dispersed channels for radiotelephony, narrow-band direct-printing (radio teletype) and digital emissions. The present 3.1 kHz frequency spacing was retained in the exclusive high frequency radiotelephony bands; however, it was agreed by the Conference in Resolution No. 319 that 3.0 kHz channel spacing should be used for the future revision of these bands by the 1987 World Administrative Radio Conference.

A 3 kHz channeling plan was adopted and included in Appendix 6 to the Radio Regulations for ship stations in the 4,000–4,063 kHz band and for ship and coast stations in the 8,000–8,195 kHz band. Both bands are shared with the fixed service as a result of decisions by a prior Conference.

The frequency 490 kHz was selected for distress and safety calls by digital selective calling techniques in the shore-to-ship direction of the Future Global Maritime Distress and Safety System. In addition, the next competent World Administrative Radio Conference will decide on the date of entry into force of the definitive guardband 495–505 kHz around 500 kHz, the international distress and calling frequency for radiotelegraphy in the mobile service.

As part of the enabling provisions of the Future Global Maritime Distress and Safety System, frequencies were selected in the 156–174 MHz band for voice, narrow-band direct-printing, and digital selective calling functions and included in Appendix 18 to the Radio Regulations.

Chapter IX of the Radio Regulations, Articles 37–42, contains provisions relating to distress and safety communications. The Mobile WARC modified a number of provisions in Chapter IX to facilitate introduction of the Future Global Maritime Distress and Safety System and it also took limited actions on a number of existing provisions dealing with distress communications. General provisions and conditions for use and testing of the Future Global Maritime Distress and Safety System were included in Article 37 of the Radio Regulations. Specific frequencies for the system were included in Article 38, Section I of the Regulations. It was agreed by the Conference in Resolution No. 321 that detailed regulatory and operational provisions for the Future Global Maritime Distress and Safety System would be developed by the 1987 Conference after the International Maritime Organization has had an opportunity to further develop the operational requirements and characteristics of the system on the basis of additional experience gained by that time.

The definition of the term "medical transports" was modified in Article 40 of the Radio Regulations to extend its applicability to "neutral states and other states not parties to an armed conflict, when these ships, craft, and aircraft assist the wounded, the sick and the shipwrecked."

In association with the above, the Mobile WARC considered the broader issue of identification signals and it adopted Resolution No. 18, "Relating to the Procedure for Identifying and Announcing the Position of Ships and Aircraft of States Not Parties to an Armed Conflict." This non-binding resolution calls on the ITU's International Radio Consultative Committee to give a technical recommendation for the signal.

Chapter X of the Radio Regulations, Articles 43–53, contains provisions relating to the aeronautical mobile service, and as revised, to the aeronautical mobile-satellite service. The Conference adopted a limited number of changes in recognition of the fact that the provisions of Chapter X did not adequately reflect actual practice in the aeronautical mobile service and that the revisions would allow that service the flexibility required until such time as complete revision of Chapter X could be effected by a competent future conference.

A table of Maritime Identification Digits, containing two hundred and fifteen countries, regions, areas and states, was adopted and included in Appendix 43 to the Radio Regulations. The table will allow ship stations to be identified uniquely, so that they can be connected to the public switched network.

The United States was of the opinion that the results of the Mobile WARC were consistent with our interests and no initial reservations were taken in the Final Protocol. In Statement No. 19 to the Final Protocol, however, Cuba alleged that transmissions from the territory of the United States were being aimed at Cuba in order to destabilize internal order and discredit the Government of Cuba by encouraging attacks, sabotage, and other counter-revolutionary activities. Furthermore, Cuba claimed that such transmissions were causing interference to a coastal, high frequency radio network and it reserved the right to take such measures as it deemed necessary to protect its radiocommunication networks.

The United States countered with the following statement (No. 37) in the Final Protocol:

> The United States of America, noting Statement No. 19 of the Final Protocol submitted by the Administration of Cuba, regrets the groundless introduction by Cuba of altogether unfounded political allegations in the technical work of this Conference and believes that in any event, harmful interference problems are more properly addressed using the procedures in the Radio Regulations.

The 1983 Partial Revision to the Radio Regulations will enter into force on January 15, 1985 for Governments which, by that date, have notified the Secretary General of the International Telecommunication Union of their approval thereof.

The 1983 Partial Revision will not require any implementing legislation on the part of the United States. Implementation will be accomplished by the Federal Communications Commission and the National Telecommunications and Information Administration of the Department of Commerce through appropriate modification of their rules and regulations.

The Federal Communications Commission; National Telecommunications and Information Administration, Department of Commerce; United States Coast Guard and Federal Aviation Administration, Department of Transportation; and the Department of Defense concur in my recommendation that the 1983 Partial Revision to the Radio Regulations and Final Protocol submitted herewith be transmitted to the Senate for its consideration and advice and consent to ratification.

Respectfully submitted,

GEORGE P. SHULTZ.

INTERNATIONAL TELECOMMUNICATION UNION

FINAL ACTS

of the World Administrative Radio Conference for the Mobile Services (MOB-83)

COPIE
certifiée conforme à l'original

Genève, le 15 OCT. 1983

Le Secrétaire général
de l'Union internationale des
télécommunications

R E Butler

Geneva 1983

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NOTE

The following symbols have been used to indicate the nature of the revision in each case:

ADD = addition of a new provision

MOD = modification of an existing provision

(MOD) = editorial modification of an existing provision

NOC = provision unchanged

SUP = deletion of an existing provision

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of the World Administrative Radio Conference for the Mobile Services (Mob-83)

Geneva, 1983

PREAMBLE

The World Administrative Radio Conference, Geneva, 1979, by Resolution No. 202, invited the Administrative Council to take the necessary steps to arrange a World Administrative Radio Conference for the Mobile Services to revise the provisions of the Radio Regulations which relate specifically to these services; it also invited the CCIR to prepare the technical and operational bases for the Conference and the IFRB to give its technical assistance for the preparation and the organization of the Conference.

At its 35th session (1980), the Administrative Council decided, in consultation with the Members, that the Conference would be convened in Geneva on 2 March 1982 for a period of three weeks and three days; it also laid down the terms of reference of the Conference, on the understanding that final decisions concerning the formal arrangements (agenda, date, duration, etc.) would be taken at its 1981 session.

At its 36th session (1981), the Council decided, in consultation with the Members, to change the dates of the Conference so that it would start on 23 February and end on 18 March 1983. No amendments were made to the agenda.

At its 37th session (1982), the Council drew up the budget of the Conference and, for budgetary reasons, proposed that it be shortened from three weeks and three days to three weeks. This proposal having been accepted by a majority of the Members (see Notification No. 1175 of 10 June 1982), the opening date was fixed at 28 February 1983.

By Resolution No. 1 the Plenipotentiary Conference, Nairobi, 1982, decided that the World Administrative Conference for the Mobile Services was to be held in Geneva from 28 February to 18 March 1983. It further decided that the agenda of the Conference, as established by the Administrative Council, would remain unchanged.

The World Administrative Radio Conference for the Mobile Services, accordingly convened on the appointed date, considered and revised the relevant parts of the Radio Regulations in conformity with its agenda. Particulars of this revision are given in the Annex hereto.

The revised provisions of the Radio Regulations shall form an integral part of the Radio Regulations which are annexed to the International Telecommunication Convention. These revised provisions shall come into force on **15 January 1985, at 0001 hours UTC**. The provisions of the Radio Regulations which are cancelled, superseded or modified by these revised provisions shall be abrogated on the date of the entry into force of the revised provisions.

The delegates signing this revision of the Radio Regulations hereby declare that, should an administration make reservations concerning the application of one or more of the revised provisions of the Radio Regulations, no other administration shall be obliged to observe that provision or those provisions in its relations with that particular administration.

Members of the Union shall inform the Secretary-General of their approval of the revision of the Radio Regulations by the World Administrative Radio Conference for the Mobile Services, Geneva, 1983. The Secretary-General shall inform Members promptly regarding receipt of such notifications of approval.

In witness whereof the delegates of the Members of the International Telecommunication Union represented at the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, have signed in the names of their respective countries this revision of the Radio Regulations in a single copy which will remain in the archives of the International Telecommunication Union and of which a certified copy will be delivered to each Member of the Union.

Done at Geneva, 18 March 1983

For the People's Democratic Republic of Algeria:

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HO SIAW HONG
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For the Democratic Socialist Republic of Sri Lanka:

W.S.A. PERERA
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For Sweden:

KRISTER BJÖRNSJÖ
GÖSTA BENGTSSON
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For the Confederation of Switzerland:

H. BLASER
H.A. KIEFFER

For the Czechoslovak Socialist Republic:

JIŘÍ JIRA

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V. MENASVETA
Dr. DANAI LEKHYANANDA
MUSTAPHA MAN-NGA
PRAMUAN NAKAMANO

For the Togolese Republic:

AGOSSOU GABA

For Tunisia:

MOHAMED SALEM BCHINI

For Turkey:

A. FERIT ARPACI

For the Union of Soviet Socialist Republics:

A.L. BADALOV

For the Eastern Republic of Uruguay:

ROSENDO F. HERNÁNDEZ

For the Republic of Venezuela:

Ing. AQUILES RAFAEL MACHIQUES MUÑOZ

For the Socialist Republic of Viet Nam:

NGUYEN HUU NHAN

For the Socialist Federal Republic of Yugoslavia:

KAZIMIR VIDAS

For the Republic of Zambia:

G.L. MUTTI
A.Y. FULILWA
J. LUMAMBA

ANNEX

Partial Revision of the Radio Regulations and of the Appendices to these Regulations

ARTICLE 1

ADD	**88A** Mob-83	4.31A *Satellite emergency position-indicating radiobeacon:* An *earth station* in the *mobile-satellite service* the *emissions* of which are intended to facilitate search and rescue operations.

ARTICLE 8

kHz
415 — 1 606.5

<table>
<tr><th></th><th colspan="3">Allocation to Services</th></tr>
<tr><th></th><th>Region 1</th><th>Region 2</th><th>Region 3</th></tr>
<tr><td></td><td>415 — 435
AERONAUTICAL RADIONAVIGATION
/ MARITIME MOBILE / 470
465</td><td colspan="2" rowspan="2">415 — 495
MARITIME MOBILE 470
469 471 472A</td></tr>
<tr><td>MOD</td><td>435 — 495
MARITIME MOBILE 470
Aeronautical Radionavigation
465 471 472A</td></tr>
<tr><td></td><td colspan="3">495 — 505 MOBILE (distress and calling)
472</td></tr>
<tr><td>MOD</td><td rowspan="3">505 — 526.5
MARITIME MOBILE 470
/ AERONAUTICAL RADIONAVIGATION /
473
465 471 474 475 476</td><td>505 — 510
MARITIME MOBILE 470
471</td><td rowspan="3">505 — 526.5
MARITIME MOBILE 470 474
/ AERONAUTICAL RADIONAVIGATION /
Aeronautical Mobile
Land Mobile
471</td></tr>
<tr><td>MOD</td><td>510 — 525
MOBILE 474
AERONAUTICAL RADIONAVIGATION</td></tr>
<tr><td></td><td rowspan="2">525 — 535
BROADCASTING 477
AERONAUTICAL RADIONAVIGATION</td></tr>
<tr><td></td><td rowspan="3">526.5 — 1 606.5
BROADCASTING
478</td><td>526.5 — 535
BROADCASTING
Mobile
479</td></tr>
<tr><td></td><td>535 — 1 605
BROADCASTING</td><td rowspan="2">535 — 1 606.5
BROADCASTING</td></tr>
<tr><td></td><td></td></tr>
</table>

MOD **471** Mob-83 The bands 490 — 495 kHz and 505 — 510 kHz shall be subject to the provisions of No. **3018** until the entry into force of the reduced guardband in accordance with Resolution No. **206 (Mob-83)**.

MOD **472** Mob-83 The frequency 500 kHz is an international distress and calling frequency for radiotelegraphy. The conditions for its use are prescribed in Articles **38** and **60**.

ADD **472A** Mob-83 The frequency 490 kHz is used exclusively for distress and safety calls in the shore-to-ship direction employing digital selective calling techniques. The conditions for the use of this frequency are prescribed in Article **38**. Additional conditions concerning the use of this frequency are given in Resolution No. **206 (Mob-83)**.

MOD **474** Mob-83 The conditions for the use of the frequency 518 kHz by the maritime mobile service are prescribed in Article **38** (see Resolution No. **318 (Mob-83)**).

kHz
2 170 — 2 194

Allocation to Services		
Region 1	Region 2	Region 3
2 170 — 2 173.5 MARITIME MOBILE		
2 173.5 — 2 190.5 MOBILE (distress and calling) MOD 500 500A 500B 501		
2 190.5 — 2 194 MARITIME MOBILE		

MOD **500** Mob-83 The carrier frequency 2 182 kHz is an international distress and calling frequency for radiotelephony. The conditions for the use of the band 2 173.5 — 2 190.5 kHz are prescribed in Articles **38** and **60**.

ADD **500A** Mob-83 The frequencies 2 187.5 kHz, 4 188 kHz, 6 282 kHz, 8 375 kHz, 12 563 kHz and 16 750 kHz are international distress frequencies for digital selective calling. The conditions for the use of these frequencies are prescribed in Article **38**.

ADD **500B** Mob-83 The frequencies 2 174.5 kHz, 4 177.5 kHz, 6 268 kHz, 8 357.5 kHz, 12 520 kHz and 16 695 kHz are international distress frequencies for narrow-band direct-printing telegraphy. The conditions for the use of these frequencies are prescribed in Article **38**.

(MOD) **501** Mob-83 The carrier frequencies 2 182 kHz, 3 023 kHz, 5 680 kHz, 8 364 kHz and the frequencies 121.5 MHz, 156.8 MHz and 243 MHz may also be used, in accordance with the procedures in force for terrestrial radiocommunication services, for search and rescue operations concerning manned space vehicles.

The same applies to the frequencies 10 003 kHz, 14 993 kHz and 19 993 kHz, but in each of these cases emissions must be confined in a band of ± 3 kHz about the frequency.

kHz
4 000 — 4 650

	Allocation to Services		
	Region 1	Region 2	Region 3
	4 000 — 4 063 FIXED MARITIME MOBILE 517 516		
MOD	**4 063 — 4 438** MARITIME MOBILE 500A 500B 520 518 519		
	4 438 — 4 650 FIXED MOBILE except aeronautical mobile (R)		**4 438 — 4 650** FIXED MOBILE except aeronautical mobile

(MOD) **517** **Mob-83** The use of the band 4 000 — 4 063 kHz by the maritime mobile service is limited to ship stations using radiotelephony (see No. **4374**).

MOD **520** **Mob-83** The conditions for the use of the carrier frequencies 4 125 kHz and 6 215.5 kHz are prescribed in Articles **38** and **60**.

kHz
5 480 — 6 765

Allocation to Services		
Region 1	Region 2	Region 3
5 480 — 5 680 AERONAUTICAL MOBILE (R) 501 505		
5 680 — 5 730 AERONAUTICAL MOBILE (OR) 501 505		
5 730 — 5 950 FIXED LAND MOBILE	**5 730 — 5 950** FIXED MOBILE except aeronautical mobile (R)	**5 730 — 5 950** FIXED Mobile except aeronautical mobile (R)
5 950 — 6 200 BROADCASTING		
MOD **6 200 — 6 525** MARITIME MOBILE 500A 500B 520 522		
6 525 — 6 685 AERONAUTICAL MOBILE (R)		
6 685 — 6 765 AERONAUTICAL MOBILE (OR)		

SUP **523**
Mob-83

kHz
7 300 — 9 995

	Allocation to Services		
	Region 1	Region 2	Region 3
	7 300 — 8 100	FIXED Land Mobile 529	
	8 100 — 8 195	FIXED MARITIME MOBILE	
MOD	**8 195 — 8 815**	MARITIME MOBILE 500A 500B 529A 501	
	8 815 — 8 965	AERONAUTICAL MOBILE (R)	
	8 965 — 9 040	AERONAUTICAL MOBILE (OR)	
	9 040 — 9 500	FIXED	
	9 500 — 9 900	BROADCASTING 530 531	
	9 900 — 9 995	FIXED	

ADD **529A** The conditions for the use of the carrier frequencies 8 257 kHz, 12 392 kHz and Mob-83 16 522 kHz are prescribed in Articles 38 and 60.

—

kHz
9 995 — 13 200

Allocation to Services		
Region 1	Region 2	Region 3
9 995 — 10 003	STANDARD FREQUENCY AND TIME SIGNAL (10 000 kHz) 501	
10 003 — 10 005	STANDARD FREQUENCY AND TIME SIGNAL Space Research 501	
10 005 — 10 100	AERONAUTICAL MOBILE (R) 501	
10 100 — 10 150	FIXED Amateur 510	
10 150 — 11 175	FIXED Mobile except aeronautical mobile (R)	
11 175 — 11 275	AERONAUTICAL MOBILE (OR)	
11 275 — 11 400	AERONAUTICAL MOBILE (R)	
11 400 — 11 650	FIXED	
11 650 — 12 050	BROADCASTING 530 531	
12 050 — 12 230	FIXED	
MOD **12 230 — 13 200**	MARITIME MOBILE 500A 500B 529A 532	

kHz
14 990 — 18 030

	Allocation to Services		
	Region 1	Region 2	Region 3
	14 990 — 15 005	STANDARD FREQUENCY AND TIME SIGNAL (15 000 kHz) 501	
	15 005 — 15 010	STANDARD FREQUENCY AND TIME SIGNAL Space Research	
	15 010 — 15 100	AERONAUTICAL MOBILE (OR)	
	15 100 — 15 600	BROADCASTING 531	
	15 600 — 16 360	FIXED 536	
MOD	16 360 — 17 410	MARITIME MOBILE 500A 500B 529A 532	
	17 410 — 17 550	FIXED	
	17 550 — 17 900	BROADCASTING 531	
	17 900 — 17 970	AERONAUTICAL MOBILE (R)	
	17 970 — 18 030	AERONAUTICAL MOBILE (OR)	

MOD **592** **Mob-83** The bands 121.45 — 121.55 MHz and 242.95 — 243.05 MHz are also allocated to the mobile-satellite service for the reception on board satellites of emissions from emergency position-indicating radiobeacons transmitting at 121.5 MHz and 243 MHz (see Nos. **3259** and **3267**).

MOD **593** **Mob-83** In the band 117.975 — 136 MHz, the frequency 121.5 MHz is the aeronautical emergency frequency and, where required, the frequency 123.1 MHz is the aeronautical frequency auxiliary to 121.5 MHz. Mobile stations of the maritime mobile service may communicate on these frequencies under the conditions laid down in Article 38 for distress and safety purposes with stations of the aeronautical mobile service.

MHz
150.05 — 174

	Allocation to Services		
	Region 1	Region 2	Region 3
	150.05 — 153 FIXED MOBILE except aeronautical mobile RADIO ASTRONOMY 610 612	**150.05 — 156.7625** FIXED MOBILE 611 613 613A	
	153 — 154 FIXED MOBILE except aeronautical mobile (R) Meteorological Aids		
MOD	**154 — 156.7625** FIXED MOBILE except aeronautical mobile (R) 613 613A		
MOD	**156.7625 — 156.8375**	MARITIME MOBILE (distress and calling) 501 613 613A	
	156.8375 — 174 FIXED MOBILE except aeronautical mobile 613 614 615	**156.8375 — 174** FIXED MOBILE 613 616 617 618	

ADD **613A** Mob-83 In the maritime mobile VHF service the frequency 156.525 MHz is to be used exclusively as from 1 January 1986 for digital selective calling for distress and safety communications. The frequency 156.825 MHz is used exclusively for direct-printing telegraphy in the maritime mobile VHF service for distress and safety purposes. The conditions for the use of these frequencies are prescribed in Article **38** and in Appendix **18**.

MHz
401 — 420

MOD **649** Mob-83 The use of the band 406 — 406.1 MHz by the mobile-satellite service is limited to low-power satellite emergency position-indicating radiobeacons (see also Article **38**).

ARTICLE 12

MOD **1317** **Mob-83** *a)* with respect to the provisions of No. **1240** and in particular those of Appendix **16** and Nos. **4371** and **4373**;

ADD **1320A** **Mob-83** (4A) Any notice which has received a favourable finding with respect to No. **1317** but an unfavourable finding with respect to No. **1318** shall be returned to the notifying administration unless the administration has initiated the procedure of Article **16** in accordance with No. **1719**.

MOD **1321** **Mob-83** (5) Any notice which makes reference to No. **1719** shall be recorded provisionally in the Master Register, if the finding with respect to No. **1317** is favourable. In this case the Board shall review the recording after the notifying administration has applied the procedure of Article **16**.

SUP **1322** to **1325** **Mob-83**

MOD **1328** **Mob-83** *a)* with respect to the provisions of No. **1240** and in particular those of Appendix **16** and Nos. **4371** and **4374**;

MOD **1341** **Mob-83** (4) In the case of a notice in conformity with the provisions of Nos. **1335**, **1336** and **1338**, but not with those of Nos. **1337** or **1339**, the Board shall examine whether the protection specified in Appendix **27 Aer2** (Part I, Section IIA, paragraph 5) is afforded to the allotments in the Plan and to assignments already recorded in the Master Register with a favourable finding with respect to this provision. In doing so, the Board shall assume that the frequency will be used in accordance with the "Sharing conditions between areas" specified in Appendix **27 Aer2** (Part I, Section IIB, paragraph 4).

MOD **1342** **Mob-83** (5) Except for cases where No. **1268** applies, all frequency assignments referred to in No. **1333** shall be recorded in the Master Register according to the findings reached by the Board. The date to be entered in column 2a or 2b shall be that determined according to the relevant provisions of Section III of this Article.

ARTICLE 25

NOC **2069** § 3. In transmissions carrying identification signals a station shall be identified by a call sign, by a maritime mobile service identity in accordance with Appendix **43**[1] or by other recognized means of identification which may be one or more of the following: name of station, location of station, operating agency, official registration mark, flight identification number, selective call number or signal, selective call identification number or signal, characteristic signal, characteristic of emission or other clearly distinguishing features readily recognized internationally.

MOD **2083** Mob-83 (2) As the need arises, ship stations and ship earth stations to which the provisions of Chapter **XI** apply, and coast stations or coast earth stations capable of communicating with such ships, shall have assigned to them maritime mobile service identities in accordance with Appendix **43**[1].

MOD **2087** Mob-83 § 15. The Secretary-General shall be responsible for allocating maritime identification digits to countries[2] not included in the Table of Maritime Identification Digits (Appendix **43**[1]).

ADD **2087A** Mob-83 § 15A. The Secretary-General shall be responsible for allocating additional maritime identification digits to countries[2] in accordance with Resolution No. **320(Mob-83)**.

(MOD) **2069.1**
(MOD) **2083.1**
(MOD) **2087.1**
Mob-83

[1] For the application of Appendix **43**, see Resolution No. **320(Mob-83)**.

ADD **2087.2**
ADD **2087A.1**
Mob-83

[2] The word "country" is used with the meaning attributed to it in No. **2246** of the Radio Regulations.

(MOD) **2149** **Mob-83** § 37. When a station in the maritime mobile service or the maritime mobile-satellite service is required to use maritime mobile service identities, the responsible administration shall assign the identity to the station in accordance with the provisions described in Appendix **43** and Resolution No. **320(Mob-83)**, taking into consideration relevant CCIR and CCITT Recommendations.

ARTICLE 35

MOD **2860** **Mob-83** 15. (1) The protection ratio required for assignment of frequencies to maritime radiobeacons operating in the bands between 283.5 kHz and 335 kHz shall be based on the effective radiated power being kept to the minimum value necessary to give the desired field strength at the service range and the need to provide adequate geographical separation between radiobeacons operating on the same frequency and at the same time, to avoid harmful interference.

MOD **2865** **Mob-83** (6) The carrier frequencies of maritime radiobeacons and the separation between channels shall be based on the use of integer multiples of 100 Hz. The separation between adjacent carrier frequencies should be based on relevant CCIR Recommendations.

SUP **2866** **Mob-83**

CHAPTER IX

MOD (Title) Mob-83

Distress and Safety Communications[1]

ARTICLE 37

NOC

General Provisions

NOC **2930** § 1. The procedure specified in this Chapter is obligatory in the maritime mobile service and for communications between aircraft stations and stations of the maritime mobile service. The provisions of this Chapter are also applicable to the aeronautical mobile service except in the case of special arrangements between the governments concerned.

NOC **2931** § 2. The procedure specified in this Chapter is obligatory in the maritime mobile-satellite service and for communications between stations on board aircraft and stations of the maritime mobile-satellite service, where this service or stations of this service are specifically mentioned. Nos. **3086**, **3090**, **3095**, **3096**, **3097**, **3098**, **3200**, **3203** and **3223** are also applicable.

MOD **2932** Mob-83 § 3. (1) No provision of these Regulations prevents the use by a mobile station or mobile earth station in distress of any means at its disposal to attract attention, make known its position, and obtain help.

MOD **2933** Mob-83 (2) No provision of these Regulations prevents the use by stations on board aircraft or ships engaged in search and rescue operations, in exceptional circumstances, of any means at their disposal to assist a mobile station or mobile earth station in distress.

ADD Mob-83 [1] For the purposes of this Chapter, distress and safety communications include distress, urgency and safety calls and messages.

MOD **2934** **Mob-83** (3) No provision of these Regulations prevents the use by a land station or coast earth station, in exceptional circumstances, of any means at its disposal to assist a mobile station or mobile earth station in distress (see also No. **959**).

ADD **2934A** **Mob-83** § 3A. When special circumstances make it indispensable to do so, an administration may, as an exception to the methods of working provided for by these Regulations, authorize ship earth stations located at Rescue Coordination Centres[1] to communicate with other stations of the same category using bands allocated to the maritime mobile-satellite service, for distress and safety purposes only.

NOC **2935** § 4. In cases of distress, urgency or safety transmissions:

MOD **2936** **Mob-83** *a)* by telegraphy, when using Morse, shall not in general exceed a speed of sixteen words a minute;

NOC **2937** *b)* by radiotelephony shall be made slowly and distinctly, each word being clearly pronounced to facilitate transcription.

ADD **2937A** **Mob-83** § 4A. Distress, urgency and safety transmissions may also be made, taking into account Nos. **2944** to **2949**, using digital selective calling and satellite techniques in accordance with relevant CCIR Recommendations, and/or direct-printing telegraphy.

NOC **2938** § 5. The abbreviations and signals of Appendix **14** and the Phonetic Alphabet and Figure Code in Appendix **24** should be used where applicable and, where language difficulties exist, the use of the International Code of Signals also is recommended.

NOC **2939** § 6. (1) The International Convention for the Safety of Life at Sea prescribes which ships and which of their survival craft shall be fitted with radio equipment and which ships shall carry portable radio equipment for use in survival craft. It also prescribes the requirements which shall be complied with by such installations.

ADD **2934A.1** **Mob-83** [1] The term "Rescue Coordination Centre" refers to a facility designated by a competent national authority to perform rescue coordination functions consistent with the International Convention on Maritime Search and Rescue (1979).

MOD 2940 Mob-83 (2) The Annexes to the Convention on International Civil Aviation state which aircraft should be fitted with radio equipment and which aircraft should carry portable survival radio equipment. They state also the requirements which should be complied with by such installations.

NOC 2941 § 7. The applicable provisions of the present Regulations shall, however, be observed in the use of all such installations.

MOD 2942 Mob-83 § 8. Mobile stations[1] of the maritime mobile service may communicate, for safety purposes, with stations of the aeronautical mobile service. Such communications shall be made on the frequencies authorized, and under the conditions specified, in Section I of Article **38** (see also No. **2932**).

ADD 2942A Mob-83 § 8A. Mobile stations of the aeronautical mobile service may communicate, for safety purposes, with stations of the maritime mobile service.

MOD 2943 Mob-83 § 9. Any aircraft required by national or international regulations to communicate for distress, urgency or safety purposes with stations of the maritime mobile service, shall be capable of transmitting preferably class A2A, or H2A and receiving preferably class A2A and H2A emissions on the carrier frequency 500 kHz or, on the carrier frequency 2 182 kHz, transmitting class J3E or H3E and receiving class A3E, J3E and H3E emissions[2], or on the carrier frequency 4 125 kHz, transmitting class J3E and receiving class J3E emissions, or on the frequency 156.8 MHz transmitting and receiving class G3E emissions.

ADD 2942.1 Mob-83 [1] Mobile stations communicating with the stations of the aeronautical mobile (R) service in bands allocated to the aeronautical mobile (R) service shall conform to the provisions of the Regulations which relate to that service and as appropriate any special arrangements between the governments concerned by which the aeronautical mobile (R) service is regulated.

ADD 2943.1 Mob-83 [2] As an exception, the requirement to receive class A3E emissions on the carrier frequency 2 182 kHz may be made optional when permitted by national regulations.

ADD **2944** **Mob-83** § 10. The frequency provisions made in Section I of Article **38** for the future global maritime distress and safety system (FGMDSS) shall be used in connection with the testing and introduction of this system (see Resolution No. **321(Mob-83)** and Recommendation No. **201(Rev.Mob-83)**), and be subject to the provisions of Nos. **2945** to **2949**.

ADD **2945** **Mob-83** § 11. Until a future world administrative radio conference has made full provision for the normal operational use of the future global maritime distress and safety system (FGMDSS):

ADD **2946** **Mob-83** *a)* all provisions of the Radio Regulations pertaining to the present distress, urgency and safety communications shall be maintained in force;

ADD **2947** **Mob-83** *b)* particular care shall be taken to ensure that harmful interference is not caused to distress, urgency and safety communications on the established international distress frequencies 500 kHz, 2 182 kHz and 156.8 MHz and on the supplementary distress frequencies 4 125 kHz and 6 215.5 kHz;

ADD **2948** **Mob-83** *c)* operators of stations participating in the future global maritime distress and safety system for distress (FGMDSS), urgency or safety purposes, should recognize that it may be necessary to revert to the other distress, urgency and safety arrangements provided for in these Regulations (see Recommendation No. **201(Rev.Mob-83)**);

ADD **2949** **Mob-83** *d)* the frequencies identified in Section I of Article **38** for exclusive use for distress and safety calls by digital selective calling may additionally be used for test transmissions only to the extent necessary to facilitate the testing and progressive introduction of that system.

ARTICLE 38

NOC

Frequencies for Distress and Safety

NOC

Section I. Availability of Frequencies

ADD **2967 Mob-83**

A. 490 kHz

ADD **2968 Mob-83** § 0. The frequency 490 kHz is used exclusively for distress and safety calls in the shore-to-ship direction by digital selective calling techniques (see No. **2944**). Additional conditions concerning the use of this frequency are given in Resolution No. **206 (Mob-83)**.

(MOD) **2969 Mob-83**

B. 500 kHz

MOD **2970 Mob-83** § 1. (1) The frequency 500 kHz is the international distress frequency for Morse telegraphy (see also No. **472**); it shall be used for this purpose by ship, aircraft and survival craft stations employing frequencies in the bands between 415 kHz and 535 kHz when requesting assistance from the maritime services. It shall be used for the distress call and distress traffic, for the urgency signal and urgency messages, for the safety signal and, outside regions of heavy traffic, for short safety messages. When practicable, safety messages shall be transmitted on the working frequency after a preliminary announcement on 500 kHz (see also No. **4236**). For distress and safety purposes, the classes of emission to be used on 500 kHz shall be A2A, A2B, H2A or H2B (see also No. **3042**).

NOC **2971** (2) However, ship and aircraft stations which cannot transmit on 500 kHz should use any other available frequency on which attention might be attracted.

ADD **2971A** Mob-83 *C. 518 kHz*

ADD **2971B** Mob-83 § 1A. In the maritime mobile service, the frequency 518 kHz is used exclusively for the transmission by coast stations of meteorological and navigational warnings and urgent information to ships, by means of narrow-band direct-printing telegraphy (see No. **2944** and Resolution No. **318 (Mob-83)**).

ADD **2971C** Mob-83 *D. 2 174.5 kHz*

ADD **2971D** Mob-83 § 1B. The frequency 2 174.5 kHz is used exclusively for distress and safety traffic by narrow-band direct-printing telegraphy (see No. **2944**).

(MOD) **2972** Mob-83 *E. 2 182 kHz*

MOD **2973** Mob-83 § 2. (1) The carrier frequency 2 182 kHz[1] is an international distress frequency for radiotelephony (see also Nos. **500** and **501**); it shall be used for this purpose by ship, aircraft and survival craft stations and by emergency position-indicating radiobeacons using frequencies in the authorized bands between 1 605 kHz and 4 000 kHz when requesting assistance from the maritime services. It is used for the distress call and distress traffic, for signals of emergency position-indicating radiobeacons, for the urgency signal and urgency messages and for the safety signal. Safety messages shall be transmitted, where practicable, on a working frequency after a preliminary announcement on 2 182 kHz (see No. **2944**). The class of emission to be used for radiotelephony on the frequency 2 182 kHz shall be H3E. Class A3E emission may continue to be used by apparatus provided solely for distress, urgency and safety purposes (see No. **4127**). The class of emission to be used by emergency position-indicating radiobeacons shall be as specified in Appendix **37** (see also No. **3265**). The class of emission J3E may be used for the exchange of distress traffic on 2 182 kHz following the acknowledged reception of a distress call using digital selective calling techniques on 2 187.5 kHz taking into account that other shipping in the vicinity may not be able to receive this traffic.

MOD **2973.1** Mob-83 [1] Where administrations provide at their coast stations a watch on 2 182 kHz for receiving class J3E emissions as well as class A3E and H3E emissions, ship stations may communicate with them using class J3E emissions.

MOD **2974** Mob-83 (2) If a distress message on the carrier frequency 2 182 kHz has not been acknowledged, the radiotelephone alarm signal, whenever possible followed by the distress call and message, may be transmitted again on a carrier frequency of 4 125 kHz or 6 215.5 kHz, as appropriate (see Nos. **2982**, **2986** and **3054**).

NOC **2975** (3) However, ship and aircraft stations which cannot transmit on the carrier frequency 2 182 kHz or, in accordance with No. **2974**, on the carrier frequencies 4 125 kHz or 6 215.5 kHz, should use any other available frequency on which attention might be attracted.

SUP **2976** Mob-83 (4)

NOC **2977** (5) Any coast station using the carrier frequency 2 182 kHz for distress purposes shall be able to transmit the radiotelephone alarm signal described in No. **3270** (see also Nos. **3277**, **3278** and **3279**).

NOC **2978** (6) Any coast station authorized to send navigational warnings should be able to transmit the navigational warning signal described in Nos. **3284**, **3285** and **3286**.

ADD **2978A** Mob-83

F. 2 187.5 kHz

ADD **2978B** Mob-83 § 2A. The frequency 2 187.5 kHz is used exclusively for distress and safety calls by digital selective calling techniques (see No. **2944**). It may also be used for emergency position-indicating radiobeacons using digital selective calling.

(MOD) **2979** Mob-83

G. 3 023 kHz

MOD **2980** Mob-83 § 3. The aeronautical carrier (reference) frequency 3 023 kHz may be used for intercommunication between mobile stations when they are engaged in coordinated search and rescue operations, and for communication between these stations and participating land stations, in accordance with the provisions of Appendix **27 Aer2** (see Nos. **501** and **505**).

(MOD) **2981** **Mob-83**

H. 4 125 kHz

MOD **2982** **Mob-83** § 4. (1) The carrier frequency 4 125 kHz is used to supplement the carrier frequency of 2 182 kHz for distress and safety purposes and for call and reply (see also No. **520**). This frequency is also used for distress and safety traffic by radiotelephony (see No. **2944**).

ADD **2982A** **Mob-83** (2) The carrier frequency 4 125 kHz may be used by aircraft stations to communicate with stations of the maritime mobile service for distress and safety purposes (see No. **2943**).

ADD **2982B** **Mob-83**

I. 4 177.5 kHz

ADD **2982C** **Mob-83** § 4A. The frequency 4 177.5 kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy (see No. **2944**).

ADD **2982D** **Mob-83**

J. 4 188 kHz

ADD **2982E** **Mob-83** § 4B. The frequency 4 188 kHz is used exclusively for distress and safety calls using digital selective calling techniques (see No. **2944**).

(MOD) **2983** **Mob-83**

K. 5 680 kHz

MOD **2984** **Mob-83** § 5. The aeronautical carrier (reference) frequency 5 680 kHz may be used for intercommunication between mobile stations when they are engaged in coordinated search and rescue operations, and for communication between these stations and participating land stations, in accordance with the provisions of Appendix **27 Aer2** (see also Nos. **501** and **505**).

(MOD) **2985** **Mob-83**

L. 6 215.5 kHz

MOD **2986** **Mob-83** § 6. The carrier frequency 6 215.5 kHz is used to supplement the carrier frequency 2 182 kHz for distress and safety purposes and for call and reply (see also No. **520**). This frequency is also used for distress and safety traffic by radiotelephony (see No. **2944**).

ADD **2986A** **Mob-83** *M. 6 268 kHz*

ADD **2986B** **Mob-83** § 6A. The frequency 6 268 kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy (see No. **2944**).

ADD **2986C** **Mob-83** *N. 6 282 kHz*

ADD **2986D** **Mob-83** § 6B. The frequency 6 282 kHz is used exclusively for distress and safety calls by digital selective calling techniques (see No. **2944**).

ADD **2986E** **Mob-83** *O. 8 257 kHz*

ADD **2986F** **Mob-83** § 6C. The carrier frequency 8 257 kHz is used for distress and safety traffic by radiotelephony (see No. **2944**).

ADD **2986G** **Mob-83** *P. 8 357.5 kHz*

ADD **2986H** **Mob-83** § 6D. The frequency 8 357.5 kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy (see No. **2944**).

(MOD) **2987** **Mob-83** *Q. 8 364 kHz*

NOC **2988** § 7. The frequency 8 364 kHz is designated for use by survival craft stations if they are equipped to transmit on frequencies in the bands between 4 000 kHz and 27 500 kHz and if they desire to establish communications relating to search and rescue operations with stations of the maritime and aeronautical mobile services (see also No. **501**).

ADD **2988A** **Mob-83** *R. 8 375 kHz*

ADD **2988B** **Mob-83** § 7A. The frequency 8 375 kHz is used exclusively for distress and safety calls using digital selective calling techniques (see No. **2944**).

ADD **2988C**
Mob-83

S. 12 392 kHz

ADD **2988D**
Mob-83

§ 7B. The carrier frequency 12 392 kHz is used for distress and safety traffic by radiotelephony (see No. **2944**).

ADD **2988E**
Mob-83

T. 12 520 kHz

ADD **2988F**
Mob-83

§ 7C. The frequency 12 520 kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy (see No. **2944**).

ADD **2988G**
Mob-83

U. 12 563 kHz

ADD **2988H**
Mob-83

§ 7D. The frequency 12 563 kHz is used exclusively for distress and safety calls using digital selective calling techniques (see No. **2944**).

ADD **2988I**
Mob-83

V. 16 522 kHz

ADD **2988J**
Mob-83

§ 7E. The carrier frequency 16 522 kHz is used for distress and safety traffic by radiotelephony (see No. **2944**).

ADD **2988K**
Mob-83

W. 16 695 kHz

ADD **2988L**
Mob-83

§ 7F. The frequency 16 695 kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy (see No. **2944**).

ADD **2988M**
Mob-83

X. 16 750 kHz

ADD **2988N**
Mob-83

§ 7G. The frequency 16 750 kHz is used exclusively for distress and safety calls using digital selective calling techniques (see No. **2944**).

(MOD) 2989 Mob-83 *Y. 121.5 MHz and 123.1 MHz*

SUP 2990 Mob-83 § 8. (1)

ADD 2990A Mob-83 (1A) The aeronautical emergency frequency 121.5 MHz[1] is used for the purposes of distress and urgency for radiotelephony by stations of the aeronautical mobile service using frequencies in the band between 117.975 MHz and 136 MHz (137 MHz after 1 January 1990). This frequency may also be used for these purposes in survival craft stations and emergency position-indicating radiobeacons.

ADD 2990B Mob-83 (1B) The aeronautical auxiliary frequency 123.1 MHz, which is auxiliary to the aeronautical emergency frequency 121.5 MHz, is for use by stations of the aeronautical mobile service and by other mobile and land stations engaged in coordinated search and rescue operations (see also No. **593**).

MOD 2991 Mob-83 (2) Mobile stations of the maritime mobile service may communicate with stations of the aeronautical mobile service on the aeronautical emergency frequency 121.5 MHz for the purposes of distress and urgency, only, and on the aeronautical auxiliary frequency 123.1 MHz for coordinated search and rescue operations, using class A3E emissions for both frequencies (see also Nos. **501** and **593**). They shall then comply with any special arrangements between the governments concerned by which the aeronautical mobile service is regulated.

MOD 2992 Mob-83 *Z. 156.3 MHz*

MOD 2993 Mob-83 § 9. The frequency 156.3 MHz may be used for communication between ship stations and aircraft stations, using G3E emission, engaged in coordinated search and rescue operations. It may also be used by aircraft stations to communicate with ship stations for other safety purposes (see also note *h)* of Appendix **18**).

ADD 2990A.1 Mob-83 [1] Normally aircraft stations transmit distress and urgency messages on the working frequency in use at the time of the distress or urgency incident.

ADD **2993A Mob-83** *AA. 156.525 MHz*

ADD **2993B Mob-83** § 9A. The frequency 156.525 MHz is used exclusively in the maritime mobile service for distress and safety calls by digital selective calling techniques (see Nos. **2944** and **613A** and Resolution No. **317 (Mob-83)**).

ADD **2993C Mob-83** *AB. 156.650 MHz*

ADD **2993D Mob-83** § 9B. The frequency 156.650 MHz is used for ship-to-ship communications related to the safety of navigation in accordance with note *p)* of Appendix **18** (see No. **2944**).

ADD **2993E Mob-83** *AC. 156.8 MHz*

(MOD) **2994 Mob-83** § 10. (1) The frequency 156.8 MHz is the international distress, safety and calling frequency for radiotelephony for stations of the maritime mobile service when they use frequencies in the authorized bands between 156 MHz and 174 MHz (see also Nos. **501** and **613**). It is used for the distress signal, the distress call and distress traffic, as well as for the urgency signal, urgency traffic and the safety signal (see also No. **2995A**). Safety messages shall be transmitted where practicable on a working frequency after a preliminary announcement on 156.8 MHz. The class of emission to be used for radiotelephony on the frequency 156.8 MHz shall be G3E (see No. **2944** and Appendix **19**).

NOC **2995** (2) However, ship stations which cannot transmit on 156.8 MHz should use any other available frequency on which attention might be attracted.

ADD **2995A Mob-83** (3) The frequency 156.8 MHz may be used by aircraft stations for safety purposes only.

ADD **2995B Mob-83** *AD. 156.825 MHz*

ADD **2995C Mob-83** § 10A. The frequency 156.825 MHz is used exclusively in the maritime mobile service for distress and safety traffic by direct-printing telegraphy (see Nos. **2944**, **3033** and **4393** and note *m)* of Appendix **18**).

(MOD) **2996** Mob-83 *AE. 243 MHz*

(see Nos. **501** and **642**).

(MOD) **2997** Mob-83 *AF. 406 - 406.1 MHz Band*

ADD **2997A** Mob-83 § 10B. The frequency band 406 - 406.1 MHz is used exclusively for satellite emergency position-indicating radiobeacons in the Earth-to-space direction (see No. **649**).

MOD **2998** Mob-83 *AG. 1 544 - 1 545 MHz Band*

ADD **2998A** Mob-83 § 10C. Use of the band 1 544 - 1 545 MHz (space-to-Earth) is limited to distress and safety operations (see No. **728**) including:

ADD **2998B** Mob-83 *a)* feeder links of satellites needed to relay the emissions of satellite emergency position-indicating radiobeacons to earth stations;

ADD **2998C** Mob-83 *b)* narrow-band (space-to-Earth) links from space stations to mobile stations.

ADD **2998D** Mob-83 *AH. 1 645.5 - 1 646.5 MHz Band*

ADD **2998E** Mob-83 § 10D. Use of the band 1 645.5 - 1 646.5 MHz (Earth-to-space) is limited to distress and safety operations (see No. **728**).

(MOD) **2999** Mob-83 *AI. Aircraft in Distress*

NOC **3000** § 11. Any aircraft in distress shall transmit the distress call on the frequency on which watch is kept by the land or mobile stations capable of helping it. When the call is intended for stations in the maritime mobile service, the provisions of Nos. **2970** and **2971** or **2973** and **2975** or **2994** and **2995** shall be complied with.

(MOD) 3001 Mob-83

AJ. Survival Craft Stations

NOC 3002 § 12. Equipment provided for use in survival craft stations shall, if capable of operating on any frequency:

MOD 3003 Mob-83 *a)* *in the authorized bands between 415 kHz and 526.5 kHz*, be able to transmit with a carrier frequency of 500 kHz using either class A2A and A2B* or H2A and H2B* emissions. If a receiver is provided for any of these bands, it shall be able to receive class A2A and H2A emissions on a carrier frequency of 500 kHz;

NOC 3004 *b)* *in the bands between 1 605 kHz and 2 850 kHz*, be able to transmit with a carrier frequency of 2 182 kHz using class A3E or H3E emissions. If a receiver is provided for any of these bands, it shall be able to receive class A3E and H3E emissions on a carrier frequency of 2 182 kHz;

NOC 3005 *c)* *in the bands between 4 000 kHz and 27 500 kHz*, be able to transmit with a carrier frequency of 8 364 kHz using class A2A or H2A emissions. If a receiver is provided for any of these bands, it shall be able to receive class A1A, A2A and H2A emissions throughout the band 8 341.75 - 8 728.5 kHz;

MOD 3006 Mob-83 *d)* *in the bands between 117.975 MHz and 136 MHz* (137 MHz after 1 January 1990), be able to transmit on 121.5 MHz, using amplitude modulated emissions. If a receiver is provided for any of these bands, it shall be able to receive class A3E emissions on 121.5 MHz;

NOC 3007 *e)* *in the bands between 156 MHz and 174 MHz*, be able to transmit on 156.8 MHz using class G3E emissions. If a receiver is provided for any of these bands it shall be able to receive class G3E emissions on 156.8 MHz;

NOC 3008 *f)* *in the bands between 235 MHz and 328.6 MHz*, be able to transmit on the frequency 243 MHz.

NOC * This is to cater for the automatic reception of the radiotelegraph alarm signal.

ADD **3008A** Mob-83 § 12A. Equipment with digital selective calling facilities provided for use in survival craft shall, if capable of operating:

ADD **3008B** Mob-83 *a)* *in the bands between 1 605 kHz and 2 850 kHz,* be able to transmit on 2 187.5 kHz;

ADD **3008C** Mob-83 *b)* *in the bands between 4 000 kHz and 27 500 kHz,* be able to transmit on 8 375 kHz;

ADD **3008D** Mob-83 *c)* *in the bands between 156 MHz and 174 MHz,* be able to transmit on 156.525 MHz.

MOD Mob-83

Section II. Protection of Distress and Safety Frequencies

NOC **3009**

A. General

MOD **3010** Mob-83 § 13. Except as provided for in Nos. **2944**, **2949** and **3011**, any emission capable of causing harmful interference to distress, alarm, urgency or safety communications on the international distress frequencies 500 kHz, 2 182 kHz or 156.8 MHz, or on the distress and safety calling frequencies 490 kHz, 2 187.5 kHz, 4 125 kHz, 4 188 kHz, 6 215.5 kHz, 6 282 kHz, 8 375 kHz, 12 563 kHz, 16 750 kHz or 156.525 MHz is prohibited. Any emission causing harmful interference to distress and safety communications on any of the other frequencies identified in Section I of this Article is prohibited.

MOD **3011** Mob-83 § 14. (1) Test transmissions shall be kept to a minimum on the frequencies identified in Section I of this Article and should, wherever practicable, be carried out on artificial antennas or with reduced power.

SUP **3012 - 3015** Mob-83

MOD **3016** Mob-83 (2) It is not permitted to transmit complete alarm signals for testing purposes on any frequency except for essential tests coordinated with competent authorities. As an exception such tests are permitted for radiotelephone equipment which can operate only on the international distress frequency 2 182 kHz, in which case a suitable artificial antenna shall be employed.

ADD **3016A** Mob-83 § 14A. (1) Before transmitting on any of the frequencies identified in Section I for distress and safety, a station shall listen on the frequency concerned to make sure that no distress transmission is being sent (see No. **4915**).

ADD **3016B** Mob-83 (2) The provisions of No. **3016A** do not apply to stations in distress.

NOC **3017**

B. 500 kHz

MOD **3018** Mob-83 § 15. (1) Apart from the transmissions authorized on 490 kHz and 500 kHz, and taking account of No. **4226**, all transmissions on the frequencies included between 490 kHz and 510 kHz are forbidden (see No. **471** and Resolution No. **206(Mob-83)**).

NOC **3019** (2) In order to facilitate the reception of distress calls, other transmissions on the frequency 500 kHz shall be reduced to a minimum, and in any case shall not exceed one minute.

SUP **3020** Mob-83 (3)

SUP **3021** Mob-83 (4)

NOC **3022**

C. 2 182 kHz

MOD **3023** Mob-83 § 16. (1) Except for transmissions authorized on the carrier frequency 2 182 kHz and on the frequencies 2 174.5 kHz and 2 187.5 kHz all transmissions on the frequencies between 2 173.5 kHz and 2 190.5 kHz are forbidden.

SUP **3024** Mob-83 (2)

SUP **3025** Mob-83 (3)

NOC **3026** (4) To facilitate the reception of distress calls, all transmissions on 2 182 kHz shall be kept to a minimum.

MOD **3027** **Mob-83** (5) At sea it is not permitted to radiate test transmissions of the radiotelephone alarm signal on the carrier frequency 2 182 kHz. The function of the generator of the radiotelephone alarm signal shall be checked by aural monitoring without operating a transmitter. The transmitter shall be checked independently. During tests of the radio installation carried out by an administration or on behalf of an administration the radiotelephone alarm signal device should be checked with a suitable artificial antenna on frequencies other than 2 182 kHz. If the installation is capable of operating only on the frequency 2 182 kHz a suitable artificial antenna should be employed (see No. **3016**).

MOD **3028** **Mob-83** (6) Before and after the tests performed using an artificial antenna in accordance with No. **3027**, a suitable announcement should be made on the test frequency that the signals are or were for testing purposes only. The identification of the station should be included in the announcement.

SUP **3029** **Mob-83**

D.

* SUP **3030** **Mob-83** § 17. (1)

* SUP **3031** **Mob-83** (2)

ADD **3031A** **Mob-83**

DA. 121.5 MHz, 123.1 MHz and 243 MHz

ADD **3031B** **Mob-83** § 17A. On the frequencies 121.5 MHz, 123.1 MHz and 243 MHz transmissions other than those authorized are forbidden (see Nos. **501**, **593**, **642**, **2990A** and **2990B**).

NOC **3032**

E. 156.8 MHz

MOD **3033** **Mob-83** § 18. (1) All emissions in the band 156.7625 - 156.8375 MHz capable of causing harmful interference to the authorized transmissions of stations of the maritime mobile service on 156.8 MHz are forbidden. The frequency 156.825 MHz may, however, be used for the purposes decribed in No. **2995C** subject to not causing harmful interference to authorized transmissions on 156.8 MHz (see also note *m)* of Appendix **18**).

SUP **3033.1** **Mob-83**

* See Note by the General Secretariat, page 199.

SUP **3034** Mob-83 (2)

SUP **3035** Mob-83 (3)

NOC **3036** (4) To facilitate the reception of distress calls all transmissions on 156.8 MHz shall be kept to a minimum and shall not exceed one minute.

NOC

Section III. Watch on Distress Frequencies

NOC **3037**

A. 500 kHz

MOD **3038** Mob-83 § 19. (1) In order to increase the safety of life at sea and over the sea, all stations of the maritime mobile service normally keeping watch on frequencies in the authorized bands between 415 kHz and 526.5 kHz shall, during their hours of service, take the necessary measures to ensure watch on the international distress frequency 500 kHz for three minutes twice an hour beginning at x h 15 and x h 45, Coordinated Universal Time (UTC) by an operator using headphones or loudspeaker.

MOD **3039** Mob-83 (2) During the periods mentioned above, except for the emissions provided for in this Chapter on the frequency 500 kHz:

MOD **3040** Mob-83 *a)* transmissions shall cease in the bands between 485 kHz and 515 kHz (see also Resolution No. **206 (Mob-83)**);

NOC **3041** *b)* outside these bands, transmissions of stations of the mobile service may continue; stations of the maritime mobile service may listen to these transmissions on the express condition that they first ensure watch on the distress frequency as required by No. **3038**.

MOD **3042** Mob-83 § 20. (1) Stations of the maritime mobile service open to public correspondance and using frequencies in the authorized bands between 415 kHz and 526.5 kHz shall, during their hours of service, remain on watch on 500 kHz. This watch is obligatory only for class A2A and H2A emissions.

NOC **3043** (2) These stations, while observing the requirements of No. **3038**, are authorized to relinquish this watch only when they are engaged in communications on other frequencies.

NOC 3044 (3) When they are engaged in such communications:

NOC 3045 *a)* ship stations may maintain this watch on 500 kHz by means of an operator using headphones or a loudspeaker or by some appropriate means such as an automatic alarm receiver;

NOC 3046 *b)* coast stations may maintain this watch on 500 kHz by means of an operator using headphones or a loudspeaker; in the latter case an indication may be inserted in the List of Coast Stations.

ADD **3046A Mob-83** (4) Ship stations, while observing the requirements of No. **3038**, are also authorized to relinquish this watch[1] when it is impractical to listen by split headphones or by loudspeaker and by order of the master in order to repair or carry out maintenance required to prevent imminent malfunction of:

ADD **3046B Mob-83** *a)* equipment for radiocommunication used for safety;

ADD **3046C Mob-83** *b)* radionavigational equipment;

ADD **3046D Mob-83** *c)* other electronic navigational equipment.

ADD **3046E Mob-83** (5) Ship stations fitted with an automatic alarm receiver should ensure the equipment is in operation whenever watch is relinquished under the terms of No. **3046A**.

NOC **3047** *B. 2 182 kHz*

MOD **3048 Mob-83** § 21. (1) Coast stations which are open to public correspondence and which form an essential part of the coverage of the area for distress purposes shall, during their hours of service, maintain a watch on 2 182 kHz.

NOC **3049** (2) These stations shall maintain this watch by means of an operator using some aural method, such as headphones, split headphones or loudspeaker.

ADD **3046A.1 Mob-83** [1] For additional information see the relevant provisions of the International Convention for the Safety of Life at Sea.

NOC **3050** (3) In addition, ship stations should keep the maximum watch practicable on the carrier frequency 2 182 kHz for receiving by any appropriate means the radiotelephone alarm signal described in No. **3270**, and the navigational warning signal described in Nos. **3284**, **3285** and **3286**, as well as distress, urgency and safety signals.

NOC **3051** § 22. Ship stations open to public correspondence should, as far as possible during their hours of service, keep watch on 2 182 kHz.

NOC **3052** § 23. In order to increase the safety of life at sea and over the sea, all stations of the maritime mobile service normally keeping watch on frequencies in the authorized bands between 1 605 kHz and 2 850 kHz shall, during their hours of service, and as far as possible, take steps to keep watch on the international distress carrier frequency 2 182 kHz for three minutes twice each hour beginning at *x* h 00 and *x* h 30 Coordinated Universal Time (UTC).

ADD **3052A** **Mob-83** § 23A. During the periods referred to in No. **3052** all transmissions, except those provided for in this Chapter, shall cease in the band 2 173.5 - 2 190.5 kHz.

NOC **3053**

C. 4 125 kHz and 6 215.5 kHz

MOD **3054** **Mob-83** § 24. (1) In the zone of Region 1 south of latitude 15° N, in Region 2 (except Greenland) and in the zone of Region 3 south of latitude 25° N, all coast stations which are open to public correspondence and which form an essential part of the coverage of the area for distress purposes may, during their hours of service, maintain a watch on the carrier frequencies 4 125 kHz and/or 6 215.5 kHz, as appropriate (see Nos. **2982** and **2986**). Such watch should be indicated in the List of Coast Stations.

NOC **3055** (2) These stations should maintain this watch by means of an operator using some aural method, such as headphones, split headphones or loudspeaker.

NOC **3056** *D. 156.8 MHz*

NOC **3057** § 25. (1) A coast station providing an international maritime mobile radiotelephone service in the band 156 - 174 MHz and which forms an essential part of the coverage of the area for distress purposes should, during its working hours in that band, maintain an efficient aural watch on 156.8 MHz (see Recommendation No. **306**).

NOC **3058** (2) Ship stations should, where practicable, maintain watch on 156.8 MHz when within the service area of a coast station providing international maritime mobile radiotelephone service in the band 156 - 174 MHz. Ship stations fitted only with VHF radiotelephone equipment operating in the authorized bands between 156 MHz and 174 MHz, should maintain watch on 156.8 MHz, when at sea.

NOC **3059** (3) Ship stations, when in communication with a port station, may, on an exceptional basis and subject to the agreement of the administration concerned, continue to maintain watch, on the appropriate port operations frequency only, provided that watch on 156.8 MHz is being maintained by the port station.

NOC **3060** (4) Ship stations, when in communication with a coast station in the ship movement service and subject to the agreement of the administrations concerned, may continue to maintain watch on the appropriate ship movement service frequency only, provided the watch on 156.8 MHz is being maintained by that coast station.

ARTICLE 40

MOD **3201** **Mob-83** (2) The urgency signal and message following it shall be sent on one or more of the international distress frequencies (500 kHz, 2 182 kHz, 156.8 MHz), the supplementary distress frequencies 4 125 kHz and 6 215.5 kHz, the aeronautical emergency frequency (121.5 MHz), the frequency 243 MHz, or on any other frequency which may be used in case of distress.

MOD **3209** **Mob-83** § 7. The term "medical transports" as defined in the 1949 Geneva Conventions and Additional Protocols, refers to any means of transportation by land, water or air, whether military or civilian, permanent or temporary, assigned exclusively to medical transportation and under the control of a competent authority of a party to a conflict or of neutral States and of other States not parties to an armed conflict, when these ships, craft and aircraft assist the wounded, the sick and the shipwrecked.

ADD **3219A** **Mob-83** § 11A. The identification and location of medical transports at sea may be effected by means of appropriate standard maritime radar transponders.

ADD **3219B** **Mob-83** § 11B. The identification and location of aircraft medical transports may be effected by the use of the secondary surveillance radar (SSR) system specified in Annex 10 to the Convention on International Civil Aviation.

ARTICLE 41

MOD 3257 Mob-83 1) a keyed emission modulated by a tone of 1 300 Hz (±20 Hz) having a period of emission of 1.0 to 1.2 s and a period of silence (carrier suppresssed) of 1.0 to 1.2 s; *or*

MOD 3259 Mob-83 *b)* for very high frequencies, i.e. 121.5 MHz and 243 MHz, a signal whose characteristics shall be in accordance with those specified in Appendix **37A**.

SUP 3263 Mob-83

SUP 3264 Mob-83

MOD 3265 Mob-83 § 3. The keying cycles in Nos. **3257** and **3258** may be interrupted for speech transmission if administrations so desire.

MOD 3267 Mob-83 (2) Equipment designed to transmit emergency position-indicating radiobeacon signals on the frequencies 121.5 MHz and 243 MHz shall meet the requirements specified in Appendix **37A**.

MOD 3269 Mob-83 (2) Any ship station working in the bands between 415 kHz and 526.5 kHz which is not provided with an automatic apparatus for the transmission of the radiotelegraph alarm signal shall be permanently equipped with a clock, clearly marking the seconds preferably by means of a concentric seconds hand. This clock shall be placed at a point sufficiently visible from the operator's table, so that the operator may, by keeping it in view, easily and correctly time the different elements of the alarm signal.

ARTICLE 42

ADD Mob-83

Section IV. Narrow-band Direct-printing Telegraphy System for Transmission of Navigational and Meteorological Warnings and Urgent Information to Ships (NAVTEX)

ADD 3339 Mob-83 § 11. In addition to existing methods, navigational and meteorological warnings and urgent information shall be transmitted by means of narrow-band direct-printing telegraphy, with forward error correction, by selected coast stations and their operational details shall be indicated in the List of Radiodetermination and Special Service Stations (see Nos. **3323, 3326** and **3334**). Information is also published in a separate list in accordance with Resolution No. **318(Mob-83)**.

ADD 3340 Mob-83 § 12. The mode and format of transmission should be in conformity with relevant CCIR Recommendations.

ADD 3341 Mob-83 § 13. In the maritime mobile service the frequency 518 kHz shall be used for the automated narrow-band direct-printing telegraphy system for transmission of navigational and meteorological warnings and urgent information to ship stations in the MF band (see No. **474**).

CHAPTER X

MOD (Title) Mob-83

Aeronautical Mobile Service and Aeronautical Mobile-Satellite Service

ADD Mob-83

ARTICLE 42A

ADD

Introduction

ADD 3362 Mob-83 § 1. With the exception of Articles **43**, **44**, **46**, **49**, **50** and No. **3652**, the other provisions of this Chapter may be governed by special arrangements concluded pursuant to Article 31 of the International Telecommunication Convention, Malaga-Torremolinos, 1973, or by intergovernmental agreements[1] provided their implementation does not cause harmful interference to the radio services of other countries.

ADD 3363 Mob-83 § 2. Pending the detailed revision of this Chapter by a future world administrative radio conference (see Recommendation No. **204(Rev.Mob-83)**), wherever the terms "aeronautical station" or "aircraft station" are employed they may be taken to refer, as appropriate, to the corresponding type of station in the aeronautical mobile-satellite service.

ADD 3362.1 Mob-83 [1] For example, the International Civil Aviation Organization (ICAO) has agreed upon standards and recommended practices adapted to the needs of aircraft operation which have been proven in practice and are well established in current use.

ARTICLE 43

MOD (Title) Mob-83

Authority of the Person Responsible for the Mobile Stations in the Aeronautical Mobile Service and in the Aeronautical Mobile-Satellite Service

ARTICLE 44

MOD (Title) Mob-83

Operators' Certificates for Aircraft Stations and for Aircraft Earth Stations

ADD **3393A** **Mob-83** (2A) In order to meet special needs, special agreements between administrations may fix the conditions to be fulfilled in order to obtain a radiotelephone operator's certificate intended to be used in radiotelephone stations complying with certain technical conditions and certain operating conditions. These agreements, if made, shall be on the condition that harmful interference to international services shall not result therefrom. These conditions and agreements shall be mentioned in the certificates issued to such operators.

(MOD) **3454** **Mob-83** (2) For aircraft radiotelephone stations operating on frequencies allocated exclusively to the aeronautical mobile service, each administration may itself fix these conditions for obtaining a radiotelephone operator's restricted certificate, provided that the operation of the transmitter requires only the use of simple external switching devices, excluding all manual adjustment of frequency determining elements, and that the stability of the frequencies is maintained by the transmitter itself within the limits of tolerance specified in Appendix 7. However, in fixing the conditions, administrations shall ensure that the operator has an adequate knowledge of radiotelephone operation and procedure particularly as far as distress, urgency and safety are concerned. This in no way contravenes the provisions of No. 3393A.

SUP **3457** **Mob-83**

ARTICLE 46

MOD (Title) Mob-83

Inspection of Aircraft Stations and Aircraft Earth Stations

ARTICLE 47

Section III.

ADD 3542A Mob-83 § 2A. Aircraft stations in flight shall maintain service to meet the essential communications needs of the aircraft with respect to safety and regularity of flight and shall maintain watch as required by competent authority and shall not cease watch, except for reasons of safety, without informing the aeronautical station concerned.

ARTICLE 48

MOD (Title)
Mob-83

Aircraft Stations Communicating with Stations in the Maritime Mobile Service and in the Maritime Mobile-Satellite Service

SUP Mob-83

Section I.

SUP 3569
Mob-83

SUP 3570
Mob-83

SUP (Title)
Mob-83

Section II.

MOD 3571
Mob-83

Stations on board aircraft may communicate, for purposes of distress, and for public correspondance[1], with stations of the maritime mobile or maritime mobile-satellite service. For these purposes they shall conform to the relevant provisions of Chapter **XI**, Article **59**, Section III, Articles **61**, **62**, **63**, **65** and **66** (see also Nos. **962**, **963** and **3633**).

ADD 3571.1
Mob-83

[1] An aircraft may communicate for public correspondance purposes as long as it continues watch on the frequencies provided for safety and regularity of flight.

ARTICLE 49

MOD (Title)
Mob-83

Conditions to be Observed by Mobile Stations in the Aeronautical Mobile Service and in the Aeronautical Mobile-Satellite Service

ARTICLE 50

MOD **3630** **Mob-83** § 1. Frequencies in any band allocated to the aeronautical mobile (R) service are reserved for communications related to safety and regularity of flight between any aircraft and those aeronautical stations primarily concerned with flight along national or international civil air routes.

MOD **3633** **Mob-83** § 4. Administrations shall not permit public correspondance in the frequency bands allocated exclusively to the aeronautical mobile service.

ARTICLE 51

MOD (Title)

Order of Priority of Communications in the Aeronautical Mobile Service and in the Aeronautical Mobile-Satellite Service

(MOD) **3651** **Mob-83** § 1. The order of priority... *(rest of text unchanged).*

ADD **3652** **Mob-83** § 2. Categories 1 and 2 shall receive priority over all other communications irrespective of any agreement under the provisions of No. 3362.

ARTICLE 52

SUP **3678** **Mob-83**

SUP **3682** **Mob-83**

ARTICLE 55

MOD **3888** **Mob-83** (5) The radiotelegraph service of ships for which a radiotelegraph installation is not made compulsory by international agreements, as well as the radiotelephone service of ship stations for which only a radiotelephone operator's restricted certificate is required, may be carried out by the holder of a radiotelegraph operator's special certificate[1].

MOD **3889** **Mob-83** (6) However, where the conditions specified in No. **3934** are satisfied, the radiotelegraph service of ships for which a radiotelegraph installation is not made compulsory by international agreements, as well as the radiotelephone service of any ship station, may be carried out by the holder of a radiotelegraph operator's special certificate[1].

ADD **3888.1**
ADD **3889.1**
Mob-83

[1] The radiotelegraph service of ships equipped with a radiotelegraph installation in accordance with Regulation 131 (2) (a) of the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, may be carried out by the holder of a radiotelegraph operator's special certificate.

ARTICLE 59

MOD 4108 Mob-83

B1. Bands Between 415 kHz and 535 kHz

MOD 4109 Mob-83 § 10. Transmitters used in ship stations working in the authorized bands between 415 kHz and 535 kHz shall be provided with devices readily permitting a material reduction of power.

MOD 4110 Mob-83 § 11. All ship stations equipped with radiotelegraph apparatus to work in the authorized bands between 415 kHz and 535 kHz shall be able to:

MOD 4112 Mob-83 *b)* send, in addition, class A1A emissions on at least two working frequencies;

MOD 4113 Mob-83 *c)* receive, in addition, class A1A emissions on all the other frequencies necessary for their service.

MOD 4122 Mob-83

C. . Ship Stations Using Narrow-Band Direct-Printing Telegraphy and Digital Selective Calling

(MOD) 4123 Mob-83 § 15. (1) The characteristics of the narrow-band direct-printing equipment shall be in accordance with Appendix **38**.

ADD 4123A Mob-83 (2) The characteristics of the digital selective calling equipment should be in accordance with the Recommendations of the CCIR.

MOD 4127 Mob-83 *a)* send class H3E emissions on a carrier frequency of 2 182 kHz and receive class H3E emissions on a carrier frequency of 2 182 kHz except for such apparatus as is referred to in No. **4130**;

MOD 4128 Mob-83 *b)* send, in addition, J3E emissions on at least two working frequencies [1];

MOD 4129 Mob-83 *c)* receive, in addition, J3E emissions on all other frequencies necessary for their service.

SUP 4128.1 and 4128.2 Mob-83

ADD 4128.1 Mob-83 [1] In certain areas, administrations may reduce this requirement to one working frequency.

MOD **4132** Mob-83 § 18. In the zone of Region 1 south of latitude 15° N, in Region 2 (except Greenland) and in the zone of Region 3 south of latitude 25° N, all ship stations equipped with radiotelephony to work in the authorized bands between 4 000 kHz and 23 000 kHz should be able to send and receive on the carrier frequencies 4 125 kHz and 6 215.5 kHz (see Nos. **2982** and **2986**).

ARTICLE 60

MOD **4180**
Mob-83

A. Single-Sideband Morse Radiotelegraph Transmissions

MOD **4181**
Mob-83

§ 1. Stations employing single-sideband Morse radiotelegraph transmissions shall use upper-sideband emissions. The frequencies specified in these Regulations for class H2A and H2B* emissions such as 500 kHz and 8 364 kHz shall be used as carrier frequencies.

MOD **4182**
Mob-83

B. Bands Between 415 kHz and 535 kHz

SUP **4184**
Mob-83

ADD **4184A**
Mob-83

§ 3A. In the maritime mobile service on the frequency 518 kHz no assignments shall be made other than for transmission by coast stations of meteorological and navigational warnings to ships by means of automatic narrow-band direct-printing telegraphy (see Resolution No. **318(Mob-83)**).

ADD **4184B**
Mob-83

§ 3B. The frequency 490 kHz is used exclusively for distress and safety calls in the shore-to-ship direction by digital selective calling techniques (see No. **2944**). Additional conditions concerning the use of this frequency are given in Resolution No. **206(Mob-83)**.

SUP **4185**
Mob-83

SUP **4186**
Mob-83

NOC

* This is to cater for the automatic reception of the radiotelegraph alarm signal.

MOD 4188 Mob-83 § 6. (1) In Region 1, frequencies assigned to stations operating in the bands between 1 850 kHz and 3 800 kHz (see Article 8) should, whenever possible, be in accordance with the following subdivision:

— 1 850 - 1 950 kHz: Coast stations, single sideband radiotelephony.

— 1 950 - 2 045 kHz: Ship stations, single sideband radiotelephony.

— 2 194 - 2 262.5 kHz: Ship stations, single sideband radiotelephony.

— 2 262.5 - 2 498 kHz: Intership, single sideband radiotelephony.

— 2 502 - 2 578 kHz: Ship stations, narrow-band direct-printing telegraphy.

— 2 578 - 2 850 kHz: Coast stations, narrow-band direct-printing telegraphy and single sideband radiotelephony.

— 3 155 - 3 200 kHz: Ship stations, narrow-band direct-printing telegraphy.

— 3 200 - 3 340 kHz: Ship stations, single sideband radiotelephony.

— 3 340 - 3 400 kHz: Intership, single sideband radiotelephony.

— 3 500 - 3 600 kHz: Intership, single sideband radiotelephony.

— 3 600 - 3 800 kHz: Coast stations, single sideband radiotelephony.

ADD 4188A Mob-83 (1A) In Region 1, frequencies assigned to stations operating in the bands listed below shall be in accordance with the following subdivision:

— 1 606.5 - 1 625 kHz: Coast stations, narrow-band direct-printing telegraphy, digital selective calling.

— 1 635 - 1 800 kHz: Coast stations, single sideband radiotelephony.

— 2 045 - 2 141.5 kHz: Ship stations, single sideband radiotelephony.

— 2 145.5 - 2 160 kHz: Ship stations, narrow-band direct-printing telegraphy, digital selective calling.

MOD 4189 Mob-83 (2) In these bands, in Region 1, the channel spacing for narrow-band direct-printing telegraphy and for digital selective calling is 0.5 kHz and for single sideband radiotelephony it is 3 kHz.

SUP 4190 Mob-83

SUP 4191 Mob-83

SUP 4192 Mob-83

MOD 4193 Mob-83 § 7. In Regions 2 and 3, the carrier frequencies 2 635 kHz (assigned frequency 2 636.4 kHz) and 2 638 kHz (assigned frequency 2 639.4 kHz) are used as single-sideband intership radiotelephony working frequencies in addition to the frequencies prescribed for common use in certain services. The carrier frequencies 2 635 kHz and 2 638 kHz should be used with class J3E emissions only. In Region 3 these frequencies are protected by a guardband between 2 634 kHz and 2 642 kHz.

*SUP 4194 Mob-83

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* See Note by the General Secretariat, page 199.

MOD **4197** Mob-83 *a)* *Ship stations*, telephony, duplex operation (two-frequency channels)[1]

4 063 - 4 143.6 kHz
6 200 - 6 218.6 kHz
8 195 - 8 291.1 kHz
12 330 - 12 429.2 kHz
16 460 - 16 587.1 kHz
22 000 - 22 124 kHz

MOD **4203** Mob-83 *g)* *Ship stations*, narrow-band direct-printing telegraph and data transmission systems, at speeds not exceeding 100 bauds (non-paired frequencies)[1]

4 177.25 - 4 179.75 kHz
6 267.75 - 6 269.75 kHz
8 297.3 - 8 300 kHz
8 357.25 - 8 357.75 kHz
12 519.75 - 12 526.75 kHz
16 694.75 - 16 705.8 kHz
22 225.75 - 22 227 kHz
25 076 - 25 090.1 kHz

MOD **4205** Mob-83 *i)* *Ship stations*, digital selective calling[1]

4 187.2 - 4 188.25 kHz
6 280.8 - 6 282.25 kHz
8 374.4 - 8 376 kHz
12 561.6 - 12 564 kHz
16 748.8 - 16 752 kHz
22 247 - 22 250 kHz

ADD **4197.1**
ADD **4203.1**
ADD **4205.1**
Mob-83

[1] For the use of some of the frequencies in these sub-bands by ship and coast stations for distress and safety purposes, see Article 38.

MOD 4206 Mob-83 *j)* *Ship stations*, A1A Morse telegraphy, working

4 188.25 - 4 219.4 kHz
6 282.25 - 6 325.4 kHz
8 357.75 - 8 359.75 kHz
8 376 - 8 435.4 kHz
12 526.75 - 12 539.6 kHz
12 564 - 12 652.3 kHz
16 705.8 - 16 719.8 kHz
16 752 - 16 859.4 kHz
22 250 - 22 310.5 kHz
25 090.1 - 25 110 kHz

ADD 4212A Mob-83 (3) The bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz, allocated on a shared basis to the maritime mobile service (see Article **8**), shall be used in accordance with Appendix **16**.

MOD Mob-83

Section II. Use of Frequencies for Morse Radiotelegraphy

MOD 4217 Mob-83

B. Bands Between 415 kHz and 535 kHz

B1. Call and Reply

(MOD) 4218 Mob-83 § 13. (1) The frequency 500 kHz is the international distress frequency for radiotelegraphy (see No. **2970** for details on its use for distress, urgency and safety purposes).

MOD 4220 Mob-83 *a)* for call and reply using Morse telegraphy (see Nos. **4225** and **4229**);

MOD 4221 Mob-83 *b)* by coast stations to announce by means of Morse telegraphy the transmission of their traffic lists under the conditions provided for in Nos. **4727**, **4728** and **4729**.

MOD **4225** Mob-83 § 14. (1) The general calling frequency which, except as provided under No. **4849**, shall be used by any ship station or coast station engaged in radiotelegraphy in the authorized bands between 415 kHz and 535 kHz, and by aircraft desiring to enter into communication with a station of the maritime mobile service using frequencies in these bands, is the frequency 500 kHz.

MOD **4226** Mob-83 (2) However, in order to reduce interference in regions of heavy traffic, administrations may consider the requirements of No. **4225** as satisfied when the calling frequencies assigned to coast stations open to public correspondence are not separated by more than 2 kHz from the general calling frequency 500 kHz.

MOD **4231** Mob-83 § 17. Selective calling under the provisions of Section II of Article **62** may be carried out on the frequency 500 kHz in the shore-to-ship, ship-to-shore and ship-to-ship directions.

B2. Traffic

MOD **4232** Mob-83 § 18. (1) Coast stations working in the authorized bands between 415 kHz and 535 kHz shall be able to use at least one frequency in addition to 500 kHz. One of these additional frequencies, which is printed in heavy type in the List of Coast Stations, is the normal working frequency of the station.

MOD **4233** Mob-83 (2) In addition to their normal working frequency coast stations may use, in the authorized bands, additional frequencies which are shown in ordinary type in the List of Coast Stations.

MOD **4235** Mob-83 (4) Coast stations and ship stations shall use class A1A emission on their working frequencies.

MOD **4239** Mob-83 (3) The frequency 512 kHz may be used by ship stations as a supplementary calling frequency using Morse telegraphy when 500 kHz is being used for distress.

MOD **4265** **Mob-83** § 29. The exclusive digital selective calling frequencies within the band indicated in No. **4208** (see No. **4684**) may be assigned to any coast station. In order to reduce interference on these frequencies, they may be used as a general rule by coast stations to call ships of another nationality or if it is not known on which of the national calling frequencies allocated to digital selective calling the ship station is maintaining watch.

MOD **4280** **Mob-83** *(In the 3rd line, delete reference 1.)*

ADD **4306A** **Mob-83** § 56A. In cases of poor receiving conditions on the working frequency stated by the ship station, the coast station may request the ship station to change to transmission on any other working frequency, whenever the ship is technically able to do so. Such capability is indicated by the transmission of the code QOO.

MOD **4311** **Mob-83** *b)* if the frequency expressed in kHz has a decimal value, the last three figures before the decimal point, the letter R and the first decimal figure shall be transmitted.

MOD **4314** **Mob-83** *B. Bands Between 415 kHz and 535 kHz*

MOD **4315** **Mob-83** § 60. (1) All ship stations equipped with narrow-band direct-printing transmitting apparatus to work in the authorized bands between 415 kHz and 535 kHz shall be able to send and receive class F1B or J2B emissions on at least two working frequencies for narrow-band direct-printing telegraphy (see No. **4237**).[1]

ADD **4315A** **Mob-83** (1A) All ship stations equipped with narrow-band direct-printing telegraph apparatus to work in the authorized bands between 415 kHz and 535 kHz shall be able to receive class F1B emissions on 518 kHz.

SUP **4280.1** **Mob-83**

NOC **4315.1**

MOD **4318** **Mob-83** § 61. (1) All ship stations equipped with narrow-band direct-printing telegraph apparatus to work in the authorized bands between 1 605 kHz and 4 000 kHz shall be able to send and receive F1B or J2B emissions on at least two working frequencies.

MOD **4319** **Mob-83** (2) Narrow-band direct-printing telegraphy is forbidden in the band 2 170 - 2 194 kHz except as provided for in No. **2971D**.

ADD **4321A** **Mob-83** § 62A. Ship and coast stations may use the digital selective calling system in accordance with Article **62**.

MOD **4325** **Mob-83** § 64. Except with regard to the provisions of Article **12** concerning notification and recording of frequencies, when designating frequencies for single-sideband radiotelephony the carrier frequency is always to be designated. The assigned frequency shall be 1 400 Hz higher than the carrier frequency.

MOD **4342** **Mob-83** (4) Transmissions in the band 2 170 - 2 173.5 kHz and 2 190.5 - 2 194 kHz with the carrier frequency 2 170.5 kHz and the carrier frequency 2 191 kHz respectively are limited to class J3E emissions and are limited to a peak envelope power of 400 watts. However, on the frequency 2 170.5 kHz and with the same power limit, coast stations may also use class H2B emissions when using the selective calling system defined in Appendix **39** and exceptionally, in Regions 1 and 3 and in Greenland, may also use class H3E for safety messages.

MOD **4353** **Mob-83** (2) Coast stations authorized to use radiotelephony on one or more frequencies other than 2 182 kHz in the authorized bands between 1 605 kHz and 2 850 kHz shall use class J3E emission on those frequencies (see also No. **4342**).

MOD 4354 Mob-83 (3) Coast stations open to the public correspondence service on one or more frequencies between 1 605 kHz and 2 850 kHz shall also be capable of transmitting class H3E and J3E emissions with a carrier frequency of 2 182 kHz, and of receiving class A3E, H3E and J3E emissions with a carrier frequency of 2 182 kHz.

*SUP 4361 Mob-83

*SUP 4364 Mob-83

MOD 4371 Mob-83 § 80. (1) The class of emission to be used for radiotelephony in the bands between 4 000 kHz and 23 000 kHz shall be J3E.

MOD 4373 Mob-83 (3) Coast radiotelephone stations employing class J3E emission in the bands between 4 000 kHz and 23 000 kHz shall use the minimum power necessary to cover their service area and shall at no time use a peak envelope power in excess of 10 kW per channel.

MOD 4374 Mob-83 (4) Ship radiotelephone stations employing class J3E emission in the bands between 4 000 kHz and 23 000 kHz shall at no time use a peak envelope power in excess of 1.5 kW per channel.

SUP 4371.1 Mob-83

SUP 4373.1 Mob-83

SUP 4374.1 Mob-83

* See Note by the General Secretariat, page 199.

MOD **4375** Mob-83 § 81. (1) Ship stations may use the following carrier frequencies for calling in radiotelephony:

4 125 kHz[1, 2, 3]
6 215.5 kHz[2, 3]
8 257 kHz[3]
12 392 kHz[3]
16 522 kHz[3]
22 062 kHz

MOD **4375.1** Mob-83 [1] In the United States, the carrier frequency 4 125 kHz is also authorized for common use by coast and ship stations for single-sideband telephony on a simplex basis, provided the peak envelope power of such stations does not exceed 1 kW (see also No. **4376.2**).

MOD **4375.2** Mob-83 [2] The carrier frequencies 4 125 kHz and 6 215.5 kHz are also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis for call and reply purposes, provided the peak envelope power of such coast stations does not exceed 1 kW. The use of these frequencies for working purposes is not permitted (see also Nos. **2982** and **4375.1**).

MOD **4375.3** Mob-83 [3] The carrier frequencies 4 125 kHz, 6 215.5 kHz, 8 257 kHz, 12 392 kHz and 16 522 kHz are also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis for distress and safety traffic.

NOC **4376** (2) Coast stations may use the following carrier frequencies for calling in radiotelephony[1]:

4 419.4 kHz[2]
6 521.9 kHz[2]
8 780.9 kHz
13 162.8 kHz
17 294.9 kHz
22 658 kHz

MOD **4379**
Mob-83 § 84. (1) Before transmitting on the carrier frequencies 4 125 kHz, 6 215.5 kHz, 8 257 kHz, 12 392 kHz or 16 522 kHz a station shall listen on the frequency for a reasonable period to make sure that no distress traffic is being sent (see No. **4915**).

MOD **4393**
Mob-83 (6) All emissions in the band 156.7625 - 156.8375 MHz capable of causing harmful interference to the authorized transmissions of stations of the maritime mobile service on 156.8 MHz are forbidden. The frequency 156.825 MHz may, however, be used for the purposes described in No. **2993C** subject to not causing harmful interference to authorized transmissions on 156.8 MHz (see also note *m)* of Appendix **18**).

SUP **4411**
Mob-83

MOD **4416**
Mob-83 § 95. The carrier power of ship station transmitters shall not exceed 25 W.

NOC **4376.1** [1]

MOD **4376.2**
Mob-83 [2] The carrier frequencies 4 419.4 kHz and 6 521.9 kHz are also authorized for common use by coast and ship stations for single sideband radiotelephony on a simplex basis, provided the peak envelope power of such stations does not exceed 1 kW. The use of 6 521.9 kHz for this purpose should be limited to daytime use (see also No. **4375.1**).

SUP **4393.1**
Mob-83

ARTICLE 62

SUP **4665 and 4666** **Mob-83**

ADD **4665A** **Mob-83** § 1A (1) Selective calling is designed for automatic station calling and distress alerting or the transmission of information for the organization of traffic.

ADD **4666A** **Mob-83** (2) Selective calling may be carried out using a sequential single-frequency code system (Section II) or a digital selective calling system (see Section III) in the shore-to-ship, ship-to-shore and ship-to-ship directions.

ADD **4668A** **Mob-83** § 2A. The sequential single-frequency code system may be in operation until it is superseded by the digital selective calling system referred to in Section III.

ADD **4679A** **Mob-83** § 4A. Selective calling may be carried out on:

a) the following calling frequencies:

500 kHz
2 170.5 kHz
4 125 kHz
4 419.4 kHz
6 521.9 kHz
8 780.9 kHz
13 162.8 kHz
17 294.9 kHz
22 658 kHz
156.8 MHz[1]

ADD **4679A.1** **Mob-83** [1] Selective calling on this frequency should normally be only in the direction coast station to ship or intership. Selective calls from ship to coast station should whenever possible be sent on other frequencies of Appendix **18**, as appropriate.

ADD 4679B Mob-83 *b)* appropriate radiotelephone working frequencies in the band 1 606.5 - 4 000 kHz (Regions 1 and 3) and in the band 1 605* - 4 000 kHz (Region 2);

ADD 4679C Mob-83 *c)* appropriate radiotelephone working frequencies in the band 156 - 174 MHz.

SUP 4680 Mob-83

ADD 4681A Mob-83 § 6A. The frequencies used for distress and safety purposes using digital selective calling are as follows (see also Article 38):

490	kHz (shore-to-ship)[1]
2 187.5	kHz
4 188	kHz
6 282	kHz
8 375	kHz
12 563	kHz
16 750	kHz
156.525	MHz

MOD 4682 Mob-83 § 7. The frequencies assignable to ship and coast stations for digital selective calling, for purposes other than distress and safety, are as follows:

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* For the band 1 605 - 1 625 kHz, see Nos. 480 and 481.

SUP 4680.1 Mob-83

SUP 4680.2 Mob-83

ADD 4681A.1 Mob-83 [1] See also Resolution No. 206(Mob-83).

MOD **4683** Mob-83 *a)* *Ship stations*

4 187.5 kHz
6 281.5 kHz
8 375.5 kHz
12 562 kHz
12 562.5 kHz
16 750.5 kHz
16 751 kHz
22 248 kHz
22 248.5 kHz

ADD **4685** Mob-83 § 8. In addition to the frequencies listed in Nos. **4683** and **4684**, appropriate working frequencies in the following bands may be used for digital selective calling:

415	- 526.5	kHz	(Regions 1 and 3)
415	- 525	kHz	(Region 2)
1 606.5	- 4 000	kHz	(Regions 1 and 3)
1 605*	- 4 000	kHz	(Region 2)
4 000	- 27 500	kHz	(except in the bands listed in Nos. **4197**, **4198**, **4199** and **4201**, and in the band 4 000 - 4 063 kHz)
156	- 174	MHz	

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* For the band 1 605 - 1 625 kHz, see Nos. **480** and **481**.

ARTICLE 65

MOD **4997** Mob-83 (3) When a station is called on the carrier frequency 4 125 kHz it should reply on the same frequency unless another frequency is indicated for that purpose by the calling station.

MOD **4998** Mob-83 (4) When a station is called on the carrier frequency 6 215.5 kHz it should reply on the same frequency unless another frequency is indicated for that purpose by the calling station.

MOD **5060** Mob-83 (2) Any signals sent for testing shall be kept to a minimum, particularly on the frequencies identified in Article **38** for the maritime mobile and maritime mobile-satellite service for distress and safety purposes.

APPENDIX 13

Section I. Q Code

Introduction

MOD 2. The QAA to QNZ series are reserved for the aeronautical service. These series are not listed in these Regulations. The QOA to QQZ series are reserved for the maritime services*.

NOC * *Note by the General Secretariat:* Series QOA to QQZ are shown in Appendix 14.

APPENDIX 14

A. List of abbreviations in alphabetical order

ADD

Abbreviation	Question	Answer or Advice
QOO	Can you send on any working frequency?	I can send on any working frequency

B. List of Signals According to the Nature of Questions, Answer or Advice

Before QSN
ADD

Abbreviation	Question	Answer or Advice
	Choice of Frequency and/or Class of Emission	
QOO	Can you send on any working frequency?	I can send on any working frequency

APPENDIX 16

MOD 1. Radiotelephone channelling arrangements for the frequencies to be used by coast and ship stations in the bands allocated to the maritime mobile service are indicated in the following sections:

Section A – Table of single-sideband transmitting frequencies for duplex (two-frequency) operation (in kHz);

Section B – Table of single-sideband transmitting frequencies for simplex (single-frequency) operation and for intership cross-band (two-frequency) operation (in kHz);

Section C-1 – Table of single-sideband transmitting frequencies (in kHz) for ship stations in the band 4 000 - 4 063 kHz shared with the fixed service;

Section C-2 – Table of single-sideband transmitting frequencies (in kHz) for ship and coast stations in the band 8 100 - 8 195 kHz shared with the fixed service.

(MOD) 3. *(Concerns the Spanish text only.)*

MOD 5. The following frequencies in Section A are allocated for calling purposes:

- Channel No. 421 in the 4 MHz band;
- Channel No. 606 in the 6 MHz band;

- Channel No. 821 in the 8 MHz band;
- Channel No. 1221 in the 12 MHz band;
- Channel No. 1621 in the 16 MHz band;
- Channel No. 2221 in the 22 MHz band.

The remaining frequencies in Sections A, B, C-1 and C-2 are working frequencies.

ADD 5A. For the use of the carrier frequencies:

4 125 kHz (Channel No. 421)
6 215.5 kHz (Channel No. 606)
8 257 kHz (Channel No. 821)
12 392 kHz (Channel No. 1221)
16 522 kHz (Channel No. 1621)

in Section A, by coast and ship stations for distress and safety purposes, see Article **38**.

MOD 6. *a)* Maritime radiotelephone stations using single-sideband emissions shall operate only on the carrier frequencies shown in Sections A, B, C-1 and C-2 in conformity with the technical characteristics specified in Appendix 17. The upper sideband mode shall always be employed.

b) Stations employing the single-sideband mode shall use only class R3E and J3E emissions. However, administrations should endeavour, as far as possible, to restrict to class J3E emissions the use of the Channels Nos. 401, 601, 801, 1201, 1601 and 2201.

SUP 7.

ADD 8. The channelling plan established in Section C-2 does not prejudice the rights of administrations to establish, and to notify assignments to stations in the maritime mobile service other than those using radiotelephony in the band 8 100 - 8 195 kHz, in conformity with the relevant provisions of these Regulations.

ADD

SECTION C-1

Table of Single-Sideband Transmitting Frequencies (in kHz) for Ship Stations in the Band 4 000 - 4 063 kHz shared with the Fixed Service

The frequencies in this Section may be used:

- for supplementing ship-to-shore channels for duplex operation in Section A;
- for intership simplex (single-frequency) and cross-band operation;
- for cross-band working with coast stations on channels in Section C-2;
- for duplex operation with coast stations working in the band 4 438 - 4 650 kHz.

Channel No.	Carrier Frequency	Assigned Frequency	Channel No.	Carrier Frequency	Assigned Frequency
1	4 000 *	4 001.4 *	12	4 033	4 034.4
2	4 003 *	4 004.4 *	13	4 036	4 037.4
3	4 006	4 007.4	14	4 039	4 040.4
4	4 009	4 010.4	15	4 042	4 043.4
5	4 012	4 013.4	16	4 045	4 046.4
6	4 015	4 016.4	17	4 048	4 049.4
7	4 018	4 019.4	18	4 051	4 052.4
8	4 021	4 022.4	19	4 054	4 055.4
9	4 024	4 025.4	20	4 057	4 058.4
10	4 027	4 028.4	21	4 060	4 061.4
11	4 030	4 031.4			

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* Administrations are requested to urge ship stations under their jurisdiction to refrain from using the band 4 000 - 4 005 kHz when navigating in Region 3 (see also No. 516).

ADD

SECTION C-2

Table of Single-Sideband Transmitting Frequencies (in kHz) for Ship and Coast Stations in the Band 8 100 - 8 195 kHz Shared With the Fixed Service

(See paragraph 8 of this Appendix)

The frequencies in this Section may be used:

- for supplementing ship-to-shore and shore-to-ship channels for duplex operation in Section A;
- for intership simplex (single frequency) and cross-band operation;
- for cross-band working with ship stations on channels in Section C-1;
- for ship-to-shore or shore-to-ship simplex operation.

Channel No.	Carrier Frequency	Assigned Frequency	Channel No.	Carrier Frequency	Assigned Frequency
1	8 101	8 102.4	17	8 149	8 150.4
2	8 104	8 105.4	18	8 152	8 153.4
3	8 107	8 108.4	19	8 155	8 156.4
4	8 110	8 111.4	20	8 158	8 159.4
5	8 113	8 114.4	21	8 161	8 162.4
6	8 116	8 117.4	22	8 164	8 165.4
7	8 119	8 120.4	23	8 167	8 168.4
8	8 122	8 123.4	24	8 170	8 171.4
9	8 125	8 126.4	25	8 173	8 174.4
10	8 128	8 129.4	26	8 176	8 177.4
11	8 131	8 132.4	27	8 179	8 180.4
12	8 134	8 135.4	28	8 182	8 183.4
13	8 137	8 138.4	29	8 185	8 186.4
14	8 140	8 141.4	30	8 188	8 189.4
15	8 143	8 144.4	31	8 191	8 192.4
16	8 146	8 147.4			

APPENDIX 18

	Channel designators	Notes	Transmitting frequencies (MHz)		Inter-ship	Port operations		Ship movement		Public correspondence
			Ship stations	Coast stations		Single frequency	Two frequency	Single frequency	Two frequency	
	60	*j)*	156.025	160.625			17		9	25
MOD	01		156.050	160.650			10		15	8
	61		156.075	160.675			23		3	19
	02		156.100	160.700			8		17	10
	62		156.125	160.725			20		6	22
MOD	03		156.150	160.750			9		16	9
MOD	63		156.175	160.775			18		8	24
	04		156.200	160.800			11		14	7
	64		156.225	160.825			22		4	20
	05		156.250	160.850			6		19	12
	65		156.275	160.875			21		5	21
	06	*h)*	156.300		1					
	66		156.325	160.925			19		7	23
	07		156.350	160.950			7		18	11
MOD	67	*n)*	156.375	156.375	9	10		9		
	08		156.400		2					
	68	*p)*	156.425	156.425		6		2		
	09	*o)*	156.450	156.450	5	5		12		
MOD	69	*p)*	156.475	156.475	8	11		4		
	10	*n)*	156.500	156.500	3	9		10		
MOD	70	*r)*	156.525	156.525	Digital selective calling for distress and safety					
	11	*p)*	156.550	156.550		3		1		
	71	*p)*	156.575	156.575		7		6		
	12	*p)*	156.600	156.600		1		3		
MOD	72	*o)*	156.625		6					
	13	*p)*	156.650	156.650	4	4		5		
MOD	73	*n)*	156.675	156.675	7	12		11		
	14	*p)*	156.700	156.700		2		7		
	74	*p)*	156.725	156.725		8		8		

	Channel designators	Notes	Transmitting frequencies (MHz)		Inter-ship	Port operations		Ship movement		Public correspondence
			Ship stations	Coast stations		Single frequency	Two frequency	Single frequency	Two frequency	
MOD	15	*l)*	156.750	156.750	11	14				
	75	*m)*		Guardband 156.7625 – 156.7875 MHz						
	16		156.800	156.800	DISTRESS SAFETY AND CALLING					
MOD	76	*m)*	156.825	156.825	Direct-printing for distress and safety purposes					
MOD	17	*l)*	156.850	156.850	12	13				
MOD	77		156.875		10					
	18	*f)*	156.900	161.500			3		22	
	78		156.925	161.525			12		13	27
	19	*f)*	156.950	161.550			4		21	
	79	*f) p)*	156.975	161.575			14		1	
	20	*f)*	157.000	161.600			1		23	
	80	*f) p)*	157.025	161.625			16		2	
MOD	21	*f)*	157.050	161.650			5		20	
	81		157.075	161.675			15		10	28
	22	*f)*	157.100	161.700			2		24	
	82		157.125	161.725			13		11	26
MOD	23		157.150	161.750						5
MOD	83		157.175	161.775						16
	24		157.200	161.800						4
	84		157.225	161.825			24		12	13
	25		157.250	161.850						3
	85		157.275	161.875						17
	26		157.300	161.900						1
	86	*q)*	157.325	161.925						15
	27		157.350	161.950						2
	87		157.375	161.975						14
	28		157.400	162.000						6
	88	*j)*	157.425	162.025						18

NOTES REFERRING TO THE TABLE.

MOD *d)* The channels of the present Appendix, with the exception of channels 06, 15, 16, 17, 75 and 76, may also be used for highspeed data and facsimile transmissions, subject to special arrangement between interested and affected administrations (see also notes *m)* and *r)*).

MOD *e)* Except in the United States of America, the channels of Appendix 18, preferably two adjacent channels from the series 87, 28, 88, with the exception of channels 06, 15, 16, 17, 75 and 76, may be used for direct-printing telegraphy and data transmission, subject to special arrangement between interested and affected administrations (see also notes *m)* and *r)*).

SUP *g)*

SUP *i)*

MOD *m)* The frequency 156.825 MHz (channel 76) is used exclusively for direct-printing telegraphy for distress and safety purposes subject to not causing harmful interference to channel 16 (see also Nos. 3033 and 4393).

MOD *o)* The preferred first three frequencies for the purpose indicated in note *c)* are 156.450 MHz (channel 09), 156.625 MHz (channel 72) and 156.675 MHz (channel 73).

MOD *p)* These channels (68, 69, 11, 71, 12, 13, 14, 74, 79, 80) are the preferred channels for the ship movement service. They may, however, be assigned to the port operations service until required for the ship movement service if this should prove to be necessary in any specific area. Channel 13 is also used on a worldwide basis for intership navigation safety communications.

ADD *r)* **This channel is to be used exclusively for digital selective calling for distress and safety purposes as from 1 January 1986 (see Resolution No. 317(Mob-83)); until 31 December 1985 it may be used as an intership channel with order of priority 13 (see note *a)*).**

APPENDIX 31

Table of Frequencies to Be Used in the Bands Between 4 MHz and 23 MHz Allocated Exclusively to the Maritime Mobile Service

(kHz)

**MOD

Bands (MHz)	Limits	Frequencies assignable to ship stations for telephony, duplex operation	Limits
		a) i)*	
4	4 063	**4 064.4 - - - 4 141.9** *26 frequencies spaced 3.1*	4 143.6
6	6 200	**6 201.4 - - - 6 216.9** *6 frequencies spaced 3.1*	6 218.6
8	8 195	**8 196.4 - - - 8 289.4** *31 frequencies spaced 3.1*	8 291.1
12	12 330	**12 331.4 - - - 12 427.5** *32 frequencies spaced 3.1*	12 429.2
16	16 460	**16 461.4 - - - 16 585.4** *41 frequencies spaced 3.1*	16 587.1
22	22 000	**22 001.4 - - - 22 122.3** *40 frequencies spaced 3.1*	22 124

**ADD Note *i)* to the Table:

i) For the use of some of the frequencies in these sub-bands by ship and coast stations for distress and safety purposes, see Article **38**.

NOC *

** See Note by the General Secretariat, page 199.

*MOD

Bands (MHz)	Limits	Frequencies (non-paired) assignable to ship stations for narrow-band direct-printing telegraph and data transmission systems, at speeds not exceeding 100 bauds	Limits
		b) i)	
4	4 177.25	**4 177.5 - - - 4 179.5** *5 frequencies spaced 0.5*	4 179.75
6	6 267.75	**6 268 - - - 6 269.5** *4 frequencies spaced 0.5*	6 269.75
8	8 357.25	**8 357.5** *1 frequency*	8 357.75
12	12 519.75	**12 520 - - - 12 526.5** *14 frequencies spaced 0.5*	12 526.75
16	16 694.75	**16 695 - - - 16 705.5** *22 frequencies spaced 0.5*	16 705.8
22	22 225.75	**22 226 and 22 226.5** *2 frequencies spaced 0.5*	22 227

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* See Note by the General Secretariat, page 199.

	Bands (MHz)	Limits	Frequencies assignable to ship stations for digital selective calling	Limits
*MOD			*i)*	
MOD	4	4 187.2	**4 187.5** and **4 188** *2 frequencies spaced 0.5*	4 188.25
MOD	6	6 280.8	**6 281.5** and **6 282** *2 frequencies spaced 0.5*	6 282.25
MOD	8	8 374.4	**8 375** and **8 375.5** *2 frequencies spaced 0.5*	8 376
MOD	12	12 561.6	**12 562 - - - 12 563** *3 frequencies spaced 0.5*	12 564
MOD	16	16 748.8	**16 750 - - - 16 751** *3 frequencies spaced 0.5*	16 752
	22	22 247	**22 248** and **22 248.5** *2 frequencies spaced 0.5*	22 250

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* See Note by the General Secretariat, page 199.

APPENDIX 33

Table of Ship Station Transmitting Frequencies

(kHz)

		Frequency Bands						
		4 MHz	6 MHz	8 MHz	12 MHz	16 MHz	22 MHz	25 MHz
MOD	1	4 177.5[1]	6 268[1]	8 297.6	12 520[1]	16 695[1]	22 226	25 076.3
	2	4 178	6 268.5	8 298.1	12 520.5	16 695.5	22 226.5	25 076.8
	3	4 178.5	6 269	8 298.6	12 521	16 696		25 077.3
	4	4 179	6 269.5	8 299.1	12 521.5	16 696.5		25 077.8
	5	4 179.5		8 299.6	12 522	16 697		25 078.3
MOD	6			8 357.5[1]	12 522.5	16 697.5		25 078.8
	7				12 523	16 698		25 079.3
	8				12 523.5	16 698.5		25 079.8
	9				12 524	16 699		25 080.3
	10				12 524.5	16 699.5		25 080.8
	11				12 525	16 700		25 081.3
	12				12 525.5	16 700.5		25 081.8
	13				12 526	16 701		25 082.3
	14				12 526.5	16 701.5		25 082.8
	15					16 702		25 083.3
	16					16 702.5		25 083.8
	17					16 703		25 084.3
	18					16 703.5		25 084.8
	19					16 704		25 085.3
	20					16 704.5		25 085.8
	21					16 705		25 086.3
	22					16 705.5		25 086.8
	23							25 087.3
	24							25 087.8
	25							25 088.3
	26							25 088.8
	27							25 089.3
	28							25 089.8

ADD [1] The frequencies 4 177.5 kHz, 6 268 kHz, 8 357.5 kHz, 12 520 kHz and 16 695 kHz are international distress frequencies for narrow-band direct-printing. The conditions for use of these frequencies are prescribed in Article **38**.

MOD

APPENDIX 37
Mob-83

Technical Characteristics of Emergency Position-Indicating Radiobeacons Operating on the Carrier Frequency 2 182 kHz

(See Section I of Article **41**)

Emergency position-indicating radiobeacons operating on the carrier frequency 2 182 kHz shall fulfil the following conditions:

a) the emergency position-indicating radiobeacons shall be capable of class A2A (or A2B) or H2A (or H2B) emissions, with a depth of modulation between 30 and 90 per cent;

b) the audio-frequency tolerance of emissions used for emergency position-indicating radiobeacons (see Nos. **3256** to **3258**) are:

± 20 Hz for the frequency of 1 300 Hz

± 35 Hz for the frequency of 2 200 Hz;

c) equipment shall be designed to comply with relevant CCIR Recommendations.

ADD

APPENDIX 37A
Mob-83

Technical Characteristics of Emergency Position-Indicating Radiobeacons Operating on the Carrier Frequencies 121.5 MHz and 243 MHz

(See Section I of Article 41)

Emergency position-indicating radiobeacons operating on the carrier frequencies 121.5 MHz and 243 MHz shall fulfil the following conditions [1]:

a) emission in normal antenna conditions and positions shall be vertically polarized and essentially shall be omnidirectional in the horizontal plane;

b) carrier frequencies shall be amplitude-modulated (minimum duty cycle of 33%), with a minimum modulation index of 0.85;

c) the emission shall consist of a characteristic audio-frequency signal obtained by amplitude modulation of the carrier frequencies with a downward audio-frequency sweep within a range of not less than 700 Hz between 1 600 Hz and 300 Hz and with a sweep repetition rate of 2 to 4 times per second;

d) the class of emission shall be A3X; however, any type of modulation which satisfies the requirements laid down in *b)* and *c)* above may be used, provided it does not impair the precise location of the radiobeacon by the homing equipment.

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[1] Additional characteristics for emergency position-indicating radiobeacons aboard aircraft are specified in the relevant annexes to the Convention on International Civil Aviation.

MOD

APPENDIX 43

Mob-83

Maritime Mobile Service Identities

1. *General*

1.1 Maritime mobile service identities are formed of a series of nine digits which are transmitted over the radio path in order to uniquely identify ship stations, ship earth stations, coast stations, coast earth stations and group calls.

1.2 Ship station identities shall be in accordance with relevant CCIR and CCITT Recommendations.

1.3 These identities are formed in such a way that the identity or part thereof can be used by telephone and telex subscribers connected to the general telecommunications network to call ships automatically in the shore-to-ship direction.

1.4 There are three kinds of maritime mobile service identities:

i) ship station identities,

ii) group call identities,

iii) coast station identities.

1.5 In this Appendix, the word "country" is used with the meaning attributed to it in No. 2246 of the Radio Regulations.

2. *Maritime Identification Digits (MID)*

Table 1 gives the Maritime Identification Digits (MID) allocated to each country. In accordance with No. 2087, the Secretary-General is responsible for allocating Maritime Identification Digits to countries not included in this table. No. 2087A authorizes the Secretary-General to allocate additional MIDs to countries in accordance with Resolution No. 320(Mob-83).

3. *Ship Station Identities*

The 9-digit code constituting a ship station identity is formed as follows:

$$M_1 I_2 D_3 X_4 X_5 X_6 X_7 X_8 X_9$$

wherein

$$M_1 I_2 D_3$$

represent the Maritime Identification Digits and X is any figure from 0 to 9.

4. *Group Call Identities*

Group call identities for calling simultaneously more than one ship are formed as follows:

$$0_1 M_2 I_3 D_4 X_5 X_6 X_7 X_8 X_9$$

where the first figure is zero and X is any figure from 0 to 9.

The particular MID reflects only the country allocating the group call identity and so does not prevent group calls to fleets containing more than one ship nationality.

5. *Coast Station Identities*

Coast station identities are formed as follows:

$$0_1 0_2 M_3 I_4 D_5 X_6 X_7 X_8 X_9$$

where the first two figures are zeros and X is any figure from 0 to 9.

The MID reflects the country in which the coast station or coast earth station is located.

TABLE 1

MARITIME IDENTIFICATION DIGITS

MID	Allocated to
100 – 200	***
201	Albania (Socialist People's Republic of)
202	Andorra (Principality of)
203	Austria
204	Azores
205	Belgium
206	Bielorussian Soviet Socialist Republic
207	Bulgaria (People's Republic of)
208	Vatican City State
209	Cyprus (Republic of)
210	*
211	Germany (Federal Republic of)
212 – 217	*
218	German Democratic Republic
219	Denmark
220 – 223	*
224	Spain
225 – 226	*
227	France
228 – 229	*
230	Finland
231	Feroe Islands
232	United Kingdom of Great Britain and Northern Ireland
233 – 235	*
236	Gibraltar
237	Greece
238 – 241	*
242	Morocco (Kingdom of)
243	Hungarian People's Republic
244	Netherlands (Kingdom of the)
245 – 246	*
247	Italy
248 – 249	*
250	Ireland
251	Iceland
252	Liechtenstein (Principality of)
253	Luxembourg
254	Monaco
255	Madeira
256	Malta (Republic of)
257	Norway

* Not allocated.

*** Not available for allocation at this stage.

MID	Allocated to
258 – 260	*
261	Poland (People's Republic of)
262	*
263	Portugal
264	Romania (Socialist Republic of)
265	Sweden
266 – 267	*
268	San Marino (Republic of)
269	Switzerland (Confederation of)
270	Czechoslovak Socialist Republic
271	Turkey
272	Ukrainian Soviet Socialist Republic
273	Union of Soviet Socialist Republics
274 – 278	*
279	Yugoslavia (Socialist Federal Republic of)
280 – 300	***
301	Anguilla
302	*
303	Alaska (State of)
304	Antigua and Barbuda
305	*
306	Netherlands Antilles
307	*
308	Bahamas (Commonwealth of the)
309	*
310	Bermuda
311	*
312	Belize
313	*
314	Barbados
315	*
316	Canada
317 – 318	*
319	Cayman Islands
320	*
321	Costa Rica
322	*
323	Cuba
324	*
325	Dominica (Commonwealth of)
326	*
327	Dominican Republic
328	*
329	Guadeloupe (French Department of)
330	Grenada
331	Greenland

* Not allocated.

*** Not available for allocation at this stage.

MID	Allocated to
332	Guatemala (Republic of)
333	*
334	Honduras (Republic of)
335	*
336	Haiti (Republic of)
337	*
338	Hawaii (State of)
339	Jamaica
340	*
341	St. Kitts-Nevis
342	*
343	Saint Lucia
344	*
345	Mexico
346	*
347	Martinique (French Department of)
348	Montserrat
349	*
350	Nicaragua
351	*
352	Panama (Republic of)
353 – 357	*
358	Puerto Rico
359	El Salvador (Republic of)
360	*
361	Saint Pierre and Miquelon (French Department of)
362	Trinidad and Tobago
363	*
364	Turks and Caicos Islands
365	*
366	United States of America
367 – 375	*
376	Saint Vincent and the Grenadines
377	*
378	British Virgin Islands
379	United States Virgin Islands
380 – 400	***
401	Afghanistan (Democratic Republic of)
402	*
403	Saudi Arabia (Kingdom of)
404	*
405	Bangladesh (People's Republic of)
406 – 407	*
408	Bahrain (State of)
409	*
410	Bhutan (Kingdom of)

* Not allocated.

*** Not available for allocation at this stage.

MID	Allocated to
411	*
412	China (People's Republic of)
413 – 416	*
417	Sri Lanka (Democratic Socialist Republic of)
418	*
419	India (Republic of)
420 – 421	*
422	Iran (Islamic Republic of)
423 – 424	*
425	Iraq (Republic of)
426 – 427	*
428	Israel (State of)
429 – 430	*
431	Japan
432 – 437	*
438	Jordan (Hashemite Kingdom of)
439	*
440	Korea (Republic of)
441 – 444	*
445	Democratic People's Republic of Korea
446	*
447	Kuwait (State of)
448 – 449	*
450	Lebanon
451 – 452	*
453	Macao
454	*
455	Maldives (Republic of)
456	*
457	Mongolian People's Republic
458	*
459	Nepal
460	*
461	Oman (Sultanate of)
462	*
463	Pakistan (Islamic Republic of)
464 – 465	*
466	Qatar (State of)
467	*
468	Syrian Arab Republic
469	*
470	United Arab Emirates
471 – 472	*
473	Yemen Arab Republic
474	*
475	Yemen (People's Democratic Republic of)

* Not allocated.

*** Not available for allocation at this stage.

MID	Allocated to
476	*
477	Hongkong
478 – 479	*
480 – 500	***
501	Adelie Land
502	*
503	Australia
504 – 505	*
506	Burma (Socialist Republic of the Union of)
507	*
508	Brunei
509	*
510	Caroline Islands
511	*
512	New Zealand
513	*
514	Democratic Kampuchea
515	*
516	Christmas Island (Indian Ocean)
517	*
518	Cook Islands
519	*
520	Fiji
521 – 522	*
523	Cocos Keeling Islands
524	*
525	Indonesia (Republic of)
526 – 528	*
529	Kiribati (Republic of)
530	*
531	Lao People's Democratic Republic
532	*
533	Malaysia
534 – 535	*
536	Mariana Islands
537	*
538	Marshall Islands
539	*
540	New Caledonia and Dependencies
541	*
542	Niue Island
543	*
544	Nauru (Republic of)
545	*
546	French Polynesia
547	*

* Not allocated.
*** Not available for allocation at this stage.

MID	Allocated to
548	Philippines (Republic of the)
549 – 552	*
553	Papua New Guinea
554	*
555	Pitcairn Island
556	*
557	Solomon Islands
558	*
559	American Samoa
560	*
561	Western Samoa (Independent State of)
562	*
563	Singapore (Republic of)
564 – 566	*
567	Thailand
568 – 569	*
570	Tonga (Kingdom of)
571	*
572	Tuvalu
573	*
574	Viet Nam (Socialist Republic of)
575	*
576	Vanuatu (Republic of)
577	*
578	Wallis and Futuna Islands
579	*
580 – 600	***
601	South Africa (Republic of)
602	*
603	Angola (People's Republic of)
604	*
605	Algeria (People's Democratic Republic of)
606	*
607	Saint Paul and Amsterdam Islands
608	Ascension
609	Burundi (Republic of)
610	Benin (People's Republic of)
611	Botswana (Republic of)
612	Central African Republic
613	Cameroon (United Republic of)
614	*
615	Congo (People's Republic of the)
616	Comoros (Islamic Federal Republic of the)
617	Cape Verde (Republic of)
618	Crozet Archipelago
619	Ivory Coast (Republic of the)

* Not allocated.

*** Not available for allocation at this stage.

MID	Allocated to
620	*
621	Djibouti (Republic of)
622	Egypt (Arab Republic of)
623	*
624	Ethiopia
625	*
626	Gabonese Republic
627	Ghana
628	*
629	Gambia (Republic of the)
630	Guinea-Bissau (Republic of)
631	Equatorial Guinea (Republic of)
632	Guinea (Revolutionary People's Republic of)
633	Upper Volta (Republic of the)
634	Kenya (Republic of)
635	Kerguelen Islands
636	Liberia (Republic of)
637 – 641	*
642	Libya (Socialist People's Libyan Arab Jamahiriya)
643	*
644	Lesotho (Kingdom of)
645	Mauritius
646	*
647	Madagascar (Democratic Republic of)
648	*
649	Mali (Republic of)
650	Mozambique (People's Republic of)
651 – 653	*
654	Mauritania (Islamic Republic of)
655	Malawi
656	Niger (Republic of the)
657	Nigeria (Federal Republic of)
658	*
659	Namibia
660	Reunion (French Department of)
661	Rwandese Republic
662	Sudan (Democratic Republic of the)
663	Senegal (Republic of)
664	Seychelles (Republic of)
665	Saint Helena
666	Somali Democratic Republic
667	Sierra Leone
668	Sao Tome and Principe (Democratic Republic of)
669	Swaziland (Kingdom of)
670	Chad (Republic of)
671	Togolese Republic

* Not allocated.

*** Not available for allocation at this stage.

MID	Allocated to
672	Tunisia
673	*
674	Tanzania (United Republic of)
675	Uganda (Republic of)
676	Zaire (Republic of)
677	Zanzibar
678	Zambia (Republic of)
679	Zimbabwe (Republic of)
680 – 700	***
701	Argentine Republic
702 – 709	*
710	Brazil (Federative Republic of)
711 – 719	*
720	Bolivia (Republic of)
721 – 724	*
725	Chile
726 – 729	*
730	Colombia (Republic of)
731 – 734	*
735	Ecuador
736 – 739	*
740	Falkland Islands (Malvinas)
741 – 744	*
745	Guiana (French Department of)
746 – 749	*
750	Guyana
751 – 754	*
755	Paraguay (Republic of)
756 – 759	*
760	Peru
761 – 764	*
765	Suriname (Republic of)
766 – 769	*
770	Uruguay (Eastern Republic of)
771 – 774	*
775	Venezuela (Republic of)
776 – 779	*
780 – 999	***

* Not allocated.

*** Not available for allocation at this stage.

FINAL PROTOCOL *

At the time of signing the partial revision of the Radio Regulations (Geneva, 1983), the undersigned delegations take note of the following statements forming part of the Final Acts of the World Administrative Radio Conference for Mobile Services (Geneva, 1983):

No. 1

For the Federative Republic of Brazil:

In signing the Final Acts of the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, the Delegation of the Federative Republic of Brazil reserves for its Government the right to take any measures it might deem necessary to safeguard its interests if another country should in any way fail to respect the conditions specified in these Final Acts or if the reservations made by any country should be prejudicial to the telecommunication services of the Federative Republic of Brazil.

No. 2

For the Eastern Republic of Uruguay:

In signing the Final Acts of the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, the Delegation of the Eastern Republic of Uruguay reserves its Government's right to adopt any measures it deems necessary to ensure the protection and proper operation of its radio services in the event that:

a) other Members of the Union fail to comply with the revised provisions of the Radio Regulations, Geneva, 1983, due to come into force on 15 January 1985;

b) reservations entered by Delegations of other countries jeopardize the satisfactory operation of those services.

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* *Note by the General Secretariat:* The texts of the Final Protocol are shown in the chronological order of their deposit.

In the Table of Contents these texts are grouped in the alphabetical order of country names.

No. 3

For the Republic of India:

The Delegation of the Republic of India reserves the right of its Government to take appropriate steps, if necessary, to safeguard its interests should any country make reservation on or not accept any of the revised provisions in Radio Regulations which are included in the Final Acts of this Conference.

No. 4

For the Argentine Republic:

The Delegation of the Argentine Republic hereby declares on behalf of its Government that the inclusion in Table 1 of Appendix 43 paragraph 2 "Maritime Identification Digits (MID)" of the Malvinas Islands as a separate territory in no way affects the indefeasible and inalienable sovereign rights of the Argentine Republic over those Islands and over the South Georgia and South Sandwich Islands. The occupation by the United Kingdom of Great Britain and Northern Ireland resulting from an act of force never accepted by the Argentine Republic led the United Nations, under Resolutions 2065 (XX), 3160 (XXVIII), 31/49 (XXXI) and 37/9 (XXXVII), to urge both countries to negociate peaceful settlement of the dispute concerning sovereignty over the said Islands with a view to ending the colonial situation.

Accordingly, the Argentine Republic expressly reserves those rights over the Malvinas, South Georgia and South Sandwich Islands.

No. 5

For the Argentine Republic:

The Argentine Delegation hereby declares on behalf of its Government that it wishes it to be noted that in the Argentine Republic the fixed service bands between 9 MHz and 18 MHz are also used on a secondary basis for the land mobile service provided no harmful interference is caused to the fixed service.

The power used by land mobile stations does not exceed one hundred (100) W (p.e.p.).

No. 6

For the Islamic Republic of Mauritania:

The Delegation of the Islamic Republic of Mauritania to the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, hereby reserves its Government's right to take any measures necessary to safeguard its interests if certain Members in any way fail to observe the provisions of the Final Acts of the Conference or if reservations entered by other Delegations jeopardize the proper operation of its telecommunication services.

No. 7

For Portugal:

The Delegation of Portugal reserves its Government's right to take any measures it considers necessary to safeguard its interests if Members in any way fail to observe the arrangements made at the present Conference or if reservations entered by other countries jeopardize the operation of its radiocommunication services.

No. 8

For Portugal:

Considering that the use of channel 70 for digital selective calling and of channel 76 for narrow-band direct-printing, both mentioned in Appendix 18, is not the best solution, the Delegation of Portugal reserves its Government's right to reopen the matter at the 1987 Conference for the Mobile Services, having regard to the results obtained in the interim.

No. 9

For the Republic of Kenya:

The Kenya Delegation to the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, reserves the right of the Government of the Republic of Kenya to take any action it deems necessary to safeguard its interests if any Member country fails in any way to comply with any provision, resolution or recommendation contained in the Final Acts of this Conference or if reservations made by other countries jeopardize the implementation or operation of the provisions contained therein. The Kenya Delegation further reserves the right of its Government to adhere to all or some of the provisions contained in the Final Acts and its Annexes.

No. 10

For the Republic of Singapore:

The Delegation of the Republic of Singapore reserves for its Government the right to take such action as it may consider necessary to safeguard its interests should any country fail in any way to comply with the requirements of the Final Acts of the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, or should reservations by any country jeopardize its radiocommunication services.

No. 11

For the Republic of Korea:

The Delegation of the Republic of Korea reserves for its Government the right to take such action as it may deem necessary to safeguard its interests in relation to the provisions of the Final Acts of the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, and with regard to reservations by any country which may jeopardize the telecommunication services of the Republic of Korea.

No. 12

For Chile:

The Delegation of Chile wishes to place on record that, wherever there appears in the Radio Regulations or in any of the documents emanating from the World Administrative Radio Conference for the Mobile Services mention of or references to "Antarctic Territories" as dependencies of any State, they neither do nor can include the Chilean Antarctic sector between the meridians 53° and 90° longitude west, which is an integral part of the territory of the Republic of Chile and over which Chile has indefeasible rights and exercises sovereignty.

Accordingly, the Government of Chile hereby declares that it will take such measures as it deems necessary for safeguarding its interests should other States in any way encroach on all or part of the above-mentioned territory, invoking the provisions of the Regulations or to that end seeking to assert rights that the Government of Chile does not recognize.

The Delegation of Chile to the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, further reserves its Government's right to take such steps as it deems necessary to safeguard its interests should other Members of the Union fail to comply with the provisions of the Radio Regulations and its Annexes, as amended by the Conference, or if reservations entered by other Members directly or indirectly affect the operation of its telecommunication services or its sovereignty.

No. 13

For the Republic of Indonesia:

The Delegation of the Republic of Indonesia to the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, reserves the right of its Government to take:

1. any action it deems necessary to safeguard its interests should Members in any way fail to comply with the requirements in the Final Acts of the Conference or should reservations by other Members jeopardize its mobile services;

2. further action in accordance with the Constitution and Laws of the Republic of Indonesia.

No. 14

For the Federal Republic of Germany, Belgium, France, Monaco, the Kingdom of the Netherlands and the Republic of Senegal:

The above-mentioned Delegations,

considering

that the sequential single-frequency code system is at present in service and meets operational requirements;

that the system is needed for the introduction of traffic automation;

that it would be harmful to abolish it now when the systems for which it is used can remain in operation for an undetermined period of time;

enter the following reservation

that their respective Governments will be unable to apply No. **4668A** of the Radio Regulations in its entirety and reserve the right to use the sequential single-frequency code system exclusively for operational requirements for a period yet undetermined, all precautions being taken to prevent harmful interference to digital selective calling.

No. 15

For the Revolutionary People's Republic of Guinea:

The Delegation of the Revolutionary People's Republic of Guinea to the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, reserves its Government's right to take any measures it considers necessary to safeguard its interests if any Member in any way fails to observe any of the provisions of the Final Acts of the Conference or if reservations entered by certain Members jeopardize the proper operation of its telecommunication services or lead to an increase in its contributory share in the expenditure of the Union.

No. 16

For the Socialist Republic of Viet Nam:

The Delegation of the Socialist Republic of Viet Nam to the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, declares on behalf of its Government as follows:

1. It reaffirms the standpoint of the Government of the Socialist Republic of Viet Nam as made in the statement dated on 7 August 1979 of its Foreign Ministry that the Hoang Sa (Paracels) and Truong Sa (Spratly or Spratley) archipelagoes are inseparable parts of the territory of the Socialist Republic of Viet Nam. The modifications of the frequency allocation and the delimitation of the subdivisions of the zone 6D, 6F and 6G, as contained in Appendix **27 Aer2** to the Radio Regulations may be misused to infringe the sovereignty and territorial integrity of Viet Nam and actually jeopardize the proper functioning of the aeronautical mobile services including the distress and safety telecommunication services of Viet Nam and some other countries within the Region. These provisions are therefore not accepted by and opposable to the Government of the Socialist Republic of Viet Nam, and should be revised at the next competent WARC.

2. It further reserves for its Government the right not to accept the obligations with regard to any provisions, procedures or reservation of other countries that may affect its sovereignty and territorial integrity as well as its telecommunication services and the right to take any action it may consider necessary to safeguard its interests and its telecommunication services.

No. 17

For Spain:

The Delegation of Spain to the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, formulates de following reservation regarding No. **3016** of the Radio Regulations, as adopted by the Conference:

Spain will have difficulty in complying with the provisions of No. **3016** by the date of entry into force of the modifications made to the Radio Regulations (15 January 1985), since these provisions involve modifications of ship's equipment and also the prohibition of test transmissions at present permitted and encouraged by the International Maritime Organization (IMO).

The Delegation of Spain, however, states its intention to ensure that as far as possible no test transmissions of the radiotelephone alarm signal are sent which are capable of activating the silencer of automatic alarm devices or of being received by listening devices at frequency 2 182 kHz equipped with filters for the alarm signal tones.

No. 18

For Denmark, Finland, Iceland, Norway and Sweden:

On signing the Final Acts, the above-mentioned Delegations regret that the Conference has not been able to identify appropriate sub-bands for an automated UHF maritime mobile radiocommunication system, as referred to in Recommendation No. 310 and specified by the CCIR. There is a growing demand for use of the VHF band in Appendix 18, particularly for distress and safety communications, leading to difficulties in accommodating the increasing commercial traffic. The only possibility is therefore to open new bands for public correspondence.

Because common frequency bands are essential for a new system to become international, the said Delegations strongly recommend that for this purpose, administrations choose frequencies in the bands:

- 895 - 907 MHz (mobile stations transmit),
- 940 - 952 MHz (land stations transmit).

No. 19

For Cuba:

In signing the Final Acts of the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, the Delegation of the Republic of Cuba wishes to make the following statement:

For coordination purposes, the Cuban coastal network has a radio system in the HF band which enables it to communicate with those coast stations in isolated areas with which it has no other means of communication. This major system is used for routing messages between all coast stations connected with the maritime mobile service and, as will be appreciated, these may, when the situation so requires, include matters relating to distress, urgency and safety traffic.

Over the last few years a series of transmissions aimed at destabilizing internal order in Cuba and discrediting the Government of Cuba by encouraging attacks, sabotage and other counter-revolutionary activities has made its appearance in the HF band. Since 1980, the Cuban Administration has been making complaints to the IFRB about the interference caused by these transmissions, which unquestionably come from the territory of the United States of America, and has been making the same complaints by service telex messages to the FCC. This situation has led the IFRB to open a file, No. 18/804, containing the various communications between the Board and the Cuban Administration and between the Board and the FCC. The file also contains reports from broadcast monitoring stations of other countries which have heard those transmissions, and reports from the FCC to the Board which tacitly recognize the existence of such transmissions from United States territory.

There has recently been a revival in this activity in violation of the International Telecommunication Convention and the Radio Regulations, precisely on the operating frequency of the above-mentioned coastal network coordination system: this is causing difficulty in operating the network and may have serious consequences in distress, urgency or safety situations, a subject which has been amply discussed at this Conference.

The Cuban Administration systematically sends service messages to the FCC whenever these irresponsible transmissions permitted by the United States Government from its own territory occur, but so far there has been no reply nor any solution to the situation.

Accordingly, the Cuban Administration hereby declares that it will take such measures as it deems necessary for protecting its radiocommunication networks, particularly those networks connected with the maritime and aeronautical services.

No. 20

For Nicaragua:

The Delegation of Nicaragua reserves the right of its Revolutionary Government to adopt such measures as it considers necessary to protect its interests in the radiocommunication services, particularly the mobile services, should any Member country fail to comply with the provisions of the International Telecommunication Convention or the Radio Regulations.

In addition, it declares that its Revolutionary Government maintains the right to formulate any further reservations until such time as the Final Acts of the World Administrative Radio Conference for the Mobile Services are ratified.

No. 21

For the People's Democratic Republic of Algeria, the Kingdom of Saudi Arabia, State of Bahrain, the United Arab Emirates, the Islamic Republic of Iran, the Republic of Iraq, the Hashemite Kingdom of Jordan, the State of Kuwait, the Kingdom of Morocco, the Islamic Republic of Mauritania, Nicaragua, the Sultanate of Oman, the Islamic Republic of Pakistan, the State of Qatar, Syrian Arab Republic and Tunisia:

The above-mentioned Delegations declare that the signature and the possible subsequent approval by their respective Governments of the Final Acts of the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, are not valid with respect to the Zionist entity listed under the name of the so-called Israel and in no way whatsoever imply its recognition.

No. 22

For Thailand:

The Delegation of Thailand reserves the right of its Government to take any action that it deems necessary to safeguard its interests should any country fail, in any way, to comply with the requirements of the Final Acts of the present Conference, or should reservations made by any country jeopardize its telecommunication services or lead to an increase in its share towards defraying the expenses of the Union.

No. 23

For the Democratic People's Republic of Korea:

The Delegation of the Democratic People's Republic of Korea participating in the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, has paid due attention to the supplemented and revised provisions of the Radio Regulations and conditions reserved by the Conference.

The Delegation of the Democratic People's Republic of Korea reserves the right of its Government to take all such action as it may deem necessary for protecting its interests should the consequences resulting in future implementation of the Radio Regulations and reservations jeopardize the sovereignty and communication services of the Democratic People's Republic of Korea.

No. 24

For the Republic of the Ivory Coast:

The Delegation of the Republic of the Ivory Coast to the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, hereby reserves its Government's right to accept or refuse the consequences of any reservation entered by other countries which might bring about an increase in its contributory share in the expenditure of the Union or jeopardize the operation of its telecommunication services.

No. 25

For the Republic of Panama:

The Delegation of Panama reserves its Government's right to take such measures as it considers necessary to protect its interests if other countries fail to comply with the provisions adopted by this Conference or if the reservations they submit jeopardize its telecommunication services or directly or indirectly infringe its sovereignty.

No. 26

For Ecuador:

The Delegation of the Republic of Ecuador, in signing the Final Acts of the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, reserves the right of its Government to take such action as it may deem necessary to ensure the protection and proper operation of its radiocommunication services should any other Members of the Union place a different interpretation upon or fail to apply the amended provisions of the Radio Regulations produced by this Conference.

No. 27

For Mexico:

The Delegation of Mexico reserves the right of its Government to take such action as it may consider necessary to safeguard its interests should other countries fail to comply with the provisions established by this Conference or should their reservations jeopardize its telecommunication services.

No. 28

For the Republic of Colombia:

The Delegation of the Republic of Colombia, in signing the Final Acts of the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, reserves the right of its Government to take such action as it may consider necessary, in accordance with its internal legal order and with international law, to safeguard its interests, should the reservations expressed by representatives of other countries in any way affect Colombia's telecommunication services or the full exercise of its sovereign rights, or should such action be necessitated by the application or interpretation of any of the revised provisions of the Radio Regulations produced by this Conference.

No. 29

For the Democratic Socialist Republic of Sri Lanka:

In signing the Final Acts of the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, the Delegation of the Democratic Socialist Republic of Sri Lanka has noted that several administrations have made reservations regarding various provisions of the Final Acts of the Conference.

The Delegation of the Democratic Socialist Republic of Sri Lanka therefore reserves the right of its Government as may be deemed necessary to safeguard its interests should these reservations seriously affect the telecommunication services of the Democratic Socialist Republic of Sri Lanka.

No. 30

For the Sultanate of Oman:

In the light of the reservations put up by other delegations, the Delegation of the Sultanate of Oman at the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, hereby reserves its Government's rights to take any measures deemed necessary to protect its interests if in any way a Member or Members fail to observe the decisions taken in this Conference.

No. 31

For the State of Israel:

The declarations made by certain delegations in No. 21 of the Final Protocol, being in flagrant contradiction to the principles and purposes of the International Telecommunication Union and, therefore, void of any legal validity, the Government of Israel wishes to put on record that it rejects these declarations outright and will proceed on the assumption that they can have no validity as to the rights and duties of any Member State of the International Telecommunication Union.

In any case, the Government of Israel will avail itself of its rights to safeguard its interests should the Governments of these Delegations in any way violate any of the provisions of the Final Acts of the World Administrative Radio Conference for the Mobile Services, Geneva, 1983.

No. 32

For the People's Republic of China:

In signing the Final Acts, the Delegation of the People's Republic of China to the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, declares that:

1. The Xisha and Nansha Islands are an inalienable part of the territory of the People's Republic of China. Any territorial claim by any other country over these islands which may be contained in the Final Acts or other documents of this Conference shall be illegal and invalid, and any such unjustifiable claim shall in no way prejudice the absolute and unquestionable sovereign rights of the People's Republic of China over the said Islands.

2. Should failure to comply with the Radio Regulations or the decisions in the Final Acts of the relevant administrative radio conferences, in particular the World Administrative Radio Conference on Aeronautical Mobile Services (R), Geneva, 1978, or reservations by any other Member country affect the telecommunication services of the People's Republic of China, the Chinese Delegation reserves for its Government the right to take any action it deems necessary to ensure that its rights are not encroached upon.

No. 33

For the United Kingdom of Great Britain and Northern Ireland:

With reference to the reservation in statement No. 4 by the Argentine Delegation, the Government of the United Kingdom of Great Britain and Northern Ireland have no doubt as to United Kingdom sovereignty over the Falkland Islands and the Falkland Islands Dependencies. Further, in relation to the reference to finding a peaceful solution in the Argentine statement referred to above, the British Government recall that the Government of Argentina has refused to declare a definitive cessation of hostilities or to renounce the further use of force. The British Government therefore reject the declaration of the Argentine Government.

No. 34

For the United Kingdom of Great Britain and Northern Ireland:

The Government of the United Kingdom of Great Britain and Northern Ireland do not accept reservation No. 12 by Chile insofar as it disputes the sovereignty of Her Majesty's Government over the British Antarctic Territory. The Delegation draws attention to Article IV of the Antarctic Treaty which freezes territorial claims and to which both the Chilean Government and Her Majesty's Government are parties.

No. 35

For the United Republic of Cameroon:

In signing the Final Acts of the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, the Delegation of the United Republic of Cameroon has noted the reservations made by other delegations and hereby declares on behalf of its Government that, although the latter attaches special importance to its international commitments, it will take all appropriate steps if the implementation of reservations entered by other delegations on behalf of their Governments prejudices the proper functioning of its telecommunication services.

No. 36

For the People's Republic of Benin:

In signing the Final Acts of the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, the Delegation of the People's Republic of Benin reserves the right of its Government to take any steps necessary to safeguard its interests if any other country fails in any way to comply with the provisions of the Final Acts of the Conference or if reservations entered by other Members jeopardize the proper functioning of its telecommunication services or its sovereignty.

No. 37

For the United States of America:

The United States of America, noting statement No. 19 of the Final Protocol submitted by the Administration of Cuba, regrets the groundless introduction by Cuba of altogether unfounded political allegations in the technical work of this Conference and believes that in any event, harmful interference problems are more properly addressed using the procedures in the Radio Regulations.

No. 38

For Malaysia:

In the light of the reservations already deposited, the Delegation of Malaysia reserves the right of its Government to take any action it deems necessary to protect its interests should any country or Member of the Union fail to adhere to the Final Acts of this Conference or through any reservation jeopardize its telecommunication services.

(The signatures follow)

(The signatures following the Final Protocol are the same as those shown on pages 4 to 16 with the exception of the signature of the Socialist Federative Republic of Yugoslavia which did not sign it)

RESOLUTIONS

[Note by the Department of State: The resolutions contained herein are related documents that do not require ratification by the United States.]

RESOLUTION No. 18(Mob-83)

Relating to the Procedure for Identifying and Announcing the Position of Ships and Aircraft of States Not Parties to an Armed Conflict

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) that ships and aircraft encounter considerable risk in the vicinity of an area of armed conflict;

b) that for the safety of life and property it is desirable for ships and aircraft of States not parties to an armed conflict to be able to identify themselves and announce their position in such circumstances;

c) that radiocommunication offers such ships and aircraft a rapid means of self-identification and providing location information prior to their entering areas of armed conflict and during their passage through the areas;

d) that it is considered desirable to provide a supplementary signal and procedure for use, in accordance with customary practice, in the area of armed conflict by ships and aircraft of States representing themselves as not parties to an armed conflict;

resolves

1. that the frequencies specified in No. **3201** of the Radio Regulations may be used by ships and aircraft of States not parties to an armed conflict for self-identification and establishing communications. The transmission will consist of the urgency or safety signals, as appropriate,

described in Article 40 followed by the addition of the single group "NNN" in radiotelegraphy and by the addition of the single word "NEUTRAL" pronounced as in French "neutral" in radiotelephony. As soon as practicable, communications shall be transferred to an appropriate working frequency;

2. that the use of the signal as described in the preceding paragraph indicates that the message which follows concerns a ship or aircraft of a State not party to an armed conflict. The message shall convey at least the following data:

a) call sign or other recognized means of identification of such ship or aircraft;

b) position of such ship or aircraft;

c) number and type of such ships or aircraft;

d) intended route;

e) estimated time en route and of departure and arrival, as appropriate;

f) any other information, such as flight altitude, radio frequencies guarded, languages and secondary surveillance radar modes and codes;

3. that the provisions of Sections I and III of Article 40 shall apply as appropriate to the use of the urgency and safety signals, respectively, by such ship or aircraft;

4. that the identification and location of ships of a State not party to an armed conflict may be effected by means of appropriate standard maritime radar transponders. The identification and location of aircraft of a State not party to an armed conflict may be effected by the use of the secondary surveillance radar (SSR) system in accordance with procedures to be recommended by the International Civil Aviation Organization (ICAO);

5. that the use of the signals described above would not confer or imply recognition of any rights or duties of a State not party to an armed conflict or a party to the conflict, except as may be recognized by common agreement between the parties to the conflict and a non-party;

6. to encourage parties to a conflict to enter into such agreements;

requests the Secretary-General

to communicate the contents of this Resolution to the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO) for such action as they may consider appropriate;

requests the CCIR

to recommend an appropriate signal in the digital selective calling system for use in the maritime mobile service and other appropriate information as necessary.

RESOLUTION No. 39(Mob-83)

Relating to the Improved Use of the International Monitoring System in Applying Decisions of Administrative Radio Conferences

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) Article **20** of the Radio Regulations concerning the international monitoring system;

b) No. **1218** of the Radio Regulations concerning the assistance which may be provided by the IFRB in the selection of frequency assignments;

c) Resolution No. **103** of the World Administrative Radio Conference, Geneva, 1979, relating to improvements in assistance to developing countries in securing access to the HF bands for their fixed services and ensuring protection of their assignments from harmful interference;

d) Resolution No. **309** of the World Administrative Radio Conference, Geneva, 1979, relating to the unauthorized use of frequencies in the bands allocated to the maritime mobile service;

e) Resolution No. **407** of the World Administrative Radio Conference, Geneva, 1979, relating to the unauthorized use of frequencies in the bands allocated to the aeronautical mobile (R) service;

f) Recommendation No. **203** of the World Administrative Radio Conference, Geneva, 1979, relating to the future use of the band 2 170 - 2 194 kHz;

g) Resolution No. 9 of the Plenipotentiary Conference, Nairobi, 1982, relating to the use by the broadcasting service of the bands additionally allocated to this service by the WARC-79;

h) that it is of the utmost importance to ensure that distress and safety channels, particularly those used for alerting, are kept free of harmful interference;

convinced

that an increase in the number of stations participating in the international monitoring system and that a more rational use of the information obtained from such stations would be of considerable assistance to all administrations and to the IFRB:

a) in acquiring a real knowledge of the degree of occupancy of the radio-frequency spectrum;

b) in the performance of certain tasks assigned to the IFRB by administrative conferences, particularly as regards the application of the provisions of the Radio Regulations relating to assistance to administrations and to the identification and elimination of harmful interference (see Nos. **1963** to **1965**);

aware

that the nature and the form of the monitoring information received by the IFRB is so diverse as to make it difficult to analyse and publish;

noting

– the Article 80 of the International Telecommunication Convention, Nairobi, 1982, requesting that financial implications be taken into account when decisions are made by administrative conferences, and

– Resolution No. 48 of the Plenipotentiary Conference, Nairobi, 1982, concerning the impact on the budget of the Union of the decisions of administrative conferences;

resolves

1. that there is an urgent need to improve protection of frequency bands allocated to the maritime mobile and aeronautical mobile services and to the distress and safety system and that this protection may be facilitated through an improvement in the international monitoring system;

2. that to this end, ad hoc meetings shall be organized between monitoring experts from administrations, the IFRB and the CCIR;

3. that for practical reasons such ad hoc meetings should be organized to coincide in time and place with the competent CCIR Study Group meetings, without increasing their duration. Similar meetings may be organized, if necessary, concurrently with the World Administrative Radio Conference for the Mobile Services planned for 1987;

4. that the purpose of such meetings is:

- to examine the international monitoring system procedures (see Article **20** of the Radio Regulations) with a view to making the system more effective by improving the quality of information collected, as well as the form in which it is analysed, used and published by the IFRB;
- to draw up for administrations a report indicating recommended actions as a result of this examination;

requests the IFRB and the Director of the CCIR

1. to take appropriate measures in order to convene such ad hoc meetings during the interim and final meetings of the competent CCIR Study Group;

2. to jointly report results of these meetings to the Administrative Council for consideration, as appropriate, when the Council is formulating the agenda of a future competent administrative radio conference;

invites administrations

1. to develop monitoring systems and contribute to improved spectrum management by participating in the international monitoring system;

2. to take part in monitoring programmes requested by the IFRB in accordance with Article 20 of the Radio Regulations on any frequency, particularly in the HF bands allocated to the mobile services, with a view to identifying and locating stations of services other than those authorized in these bands; and

3. to take the joint report of the IFRB and CCIR into account when preparing proposals for the competent administrative radio conference.

RESOLUTION No. 90(Mob-83)

Relating to the Revision, Replacement and Abrogation of Resolutions and Recommendations of the World Administrative Radio Conference, Geneva, 1979

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

its agenda (Conference Document No. 1), in particular agenda item 2 and the action taken on a number of Resolutions and Recommendations of the World Administrative Radio Conference, Geneva, 1979;

further considering

a) that the following Resolutions and Recommendations have been revised as indicated:

Resolution No. **200**	Relating to the Use of Class R3E and J3E Emissions for Distress and Safety Purposes on the Carrier Frequency 2 182 kHz by Resolution No. **200(Rev.Mob-83)**;
Resolution No. **310**	Relating to Frequency Provisions for Development and Future Implementation of Ship Movement Telemetry, Telecommand and Data Exchange Systems, by Resolution No. **310(Rev.Mob-83)**;
Recommendation No. **201**	Relating to Distress, Urgency and Safety Traffic, by Recommendation No. **201(Rev.Mob-83)**;

Recommendation No. **204**	Relating to the Application of Chapters NX, NXI and NXII of the Re-arranged Radio Regulations, by Recommendation No. **204(Rev.Mob-83)**;
Recommendation No. 313	Relating to Temporary Provisions Covering the Technical and Operational Aspects of the Maritime Mobile-Satellite Service, by Recommendation No. **313(Rev.Mob-83)**;
Recommendation No. **602**	Relating to Maritime Radiobeacons, by Recommendation No. **602(Rev.Mob-83)**;
Recommendation No. **604**	Relating to the Future Use and Characteristics of Emergency Position-Indicating Radiobeacons, by Recommendation No. **604(Rev.Mob-83)**;

b) that the following Resolution and Recommendation have been superseded as indicated:

Resolution No. 313	Relating to the Introduction of a New System for Identifying Stations in the Maritime Mobile and Maritime Mobile-Satellite Services (Maritime Mobile Service Identities), by Resolution No. **320(Mob-83)**;
* Recommendation No. **200**	Relating to the Date of Entry into Force of the 10 kHz Guardband for the Frequency 500 kHz in the Mobile Service (Distress and Calling), by Resolution No. **206(Mob-83)**;

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* See Note by the General Secretariat, page 199.

c) that all necessary action has been taken on the following Resolutions and Recommendations:

Resolution No. **11**	Relating to the Use of Radiocommunications for Ensuring the Safety of Ships and Aircraft of States not Parties to an Armed Conflict;
Resolution No. **305**	Relating to the Use of Class R3E and J3E Emissions on the Carrier Frequencies 4 125 kHz and 6 215.5 kHz Used to Supplement the Carrier Frequency 2 182 kHz for Distress and Safety Purposes;
Recommendation No. **202**	Relating to the Improvement of Protection of Distress and Safety Frequencies, and those Related to Distress and Safety, against Harmful Interference;
* Recommendation No. **309**	Relating to the Designation of a Frequency in the Bands 435 - 495 kHz or 505 - 526.5 kHz (525 kHz in Region 2) on a Worldwide Basis for the Transmission by Coast Stations of Navigational and Meteorological Warnings to Ships, Using Narrow-Band, Direct-Printing Telegraphy;

resolves

that all the said Resolutions and Recommendations of the World Administrative Radio Conference, Geneva, 1979, listed under *a)*, *b)* and *c)* above, are abrogated.

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* See Note by the General Secretariat, page 199.

RESOLUTION No. 200(Rev.Mob-83)

Relating to the Class of Emission to be Used for Distress and Safety Purposes on the Carrier Frequency 2 182 kHz

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

noting

a) the requirements of No. 2973 of the Radio Regulations concerning the class of emission to be used on the carrier frequency 2 182 kHz;

b) that the main objective of this provision is to permit the orderly introduction of the new and improved global maritime distress and safety system using advanced techniques whilst at the same time maintaining reliable distress and safety communications using existing and proven techniques;

recognizing

a) that the use of class J3E emission on the carrier frequency 2 182 kHz would provide the operational advantages, inherent in single sideband techniques, which are being obtained on other frequencies;

b) that, however, provision for the transmission and reception of the radiotelephone alarm signal on the carrier frequency 2 182 kHz will be required until, and for some time after, the introduction of the future global maritime distress and safety system (FGMDSS);

c) that there are many uncertain factors relating to the date of introduction of the FGMDSS;

d) that the Radio Regulations as revised by this Conference provide frequencies in the band 2 173.5 kHz to 2 190.5 kHz for the orderly introduction of the FGMDSS without calling for the interruption or cessation of present distress and safety communication systems using existing and proven techniques;

e) that the requirement for direction finding and homing must be satisfied under all conditions;

resolves that

the question of the date for transferring entirely to J3E emissions on the carrier frequency 2 182 kHz for distress and safety communications be referred to the next competent world administrative radio conference;

further resolves to invite the International Maritime Organization (IMO)

to consider the matter as part of its on-going studies of the FGMDSS;

requests the CCIR

to continue its studies on making provisions for direction finding and homing requirements when using J3E emissions, on the carrier frequency 2 182 kHz, as a matter of urgency and, if possible, to issue Recommendations sufficiently in advance of the above-mentioned conference to permit their full consideration;

requests the Secretary-General

to communicate this Resolution to the IMO.

RESOLUTION No. 203(Mob-83)

Relating to the Use of Frequencies of the Future Global Maritime Distress and Safety System by the Land Mobile Service (FGMDSS)

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) that some administrations are frequently confronted with situations requiring the scenes of disasters to be located and human lives to be saved in sparsely populated and remote land areas of their territory;

b) that the distress and safety system designed for the maritime mobile service in the Radio Regulations can effectively assist such administrations to locate the scenes of disasters and organize rescue operations;

c) that there are no provisions in the Radio Regulations applicable to the land mobile service for development and organization of a distress and safety system in uninhabited land areas;

d) that No. **347** of the Radio Regulations permits a station in distress to use any means of radiocommunication at its disposal to attract attention, make known its condition and location and obtain assistance;

resolves

1. that the stations of the land mobile service in uninhabited and remote areas may be authorized to use the frequencies of the FGMDSS on condition that no harmful interference is caused to other distress and safety communications;

2. to recommend that a future competent world administrative radio conference should consider this matter in detail with a view to adopting appropriate procedures applicable to the land mobile service;

requests the CCIR

to study this question urgently with a view to developing suitable technical and operational characteristics and procedures for consideration by the future competent world administrative radio conference;

invites the administrations

to participate actively in the CCIR studies and to submit appropriate proposals to the next competent conference;

requests the Administrative Council

to include this question in the agenda of the next competent world administrative radio conference;

requests the Secretary-General

to communicate this Resolution to the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO).

RESOLUTION No. 204(Mob-83)

Relating to the Use of the Band 2 170 - 2 194 kHz

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

noting

a) that this Conference had as part of its agenda a number of Recommendations and one Resolution relating to the use of the band 2 170 - 2 194 kHz, i.e.:

- Recommendation No. **203** which calls for an examination of the allocations in the band 2 170 - 2 194 kHz, and a further examination of the guardband around 2 182 kHz;
- Recommendation No. **307** which calls for a frequency in the MF band to be reserved exclusively for distress calls and messages, and for a different frequency to be set aside for routine (non-distress) calling;
- Recommendation No. **308** which invites administrations to study the question of establishing common frequencies in the MF band for use by coast radiotelephone stations to communicate with ships of other nationalities;
- Resolution No. **200** which calls for a date to be established for final conversion to class J3E emissions on 2 182 kHz;

b) that the International Maritime Organization (IMO) established a requirement for several distress and safety frequencies in the MF band for the following functions:

- a frequency to be used exclusively for distress traffic using narrow-band direct-printing telegraphy;

- a frequency to be used exclusively for radiotelephone distress traffic, i.e. 2 182 kHz;
- a frequency to be used exclusively for distress alerting using digital selective calling techniques;

c) that the Conference has adopted the following frequencies for these functions in the 2 MHz band:

- 2 174.5 kHz for narrow-band direct-printing telegraphy distress traffic;
- 2 182 kHz for radiotelephony distress traffic;
- 2 187.5 kHz for digital selective calling (DSC) alerting;

d) that the frequency 2 182 kHz has already been made available to the future global maritime distress and safety system (FGMDSS) on a non-exclusive basis;

considering

a) that further action on the subjects covered by Resolution No. **200(Rev.Mob-83)** and Recommendations Nos. **203**, **307** and **308** will be a matter for the World Administrative Radio Conference (WARC) for the Mobile Services scheduled for 1987;

b) that some administrations have no current requirement or desire to separate the existing distress and calling functions currently using 2 182 kHz;

resolves

1. to invite the next competent WARC to take account of the terms of this Resolution in its decisions concerning the future use of the band 2 170 - 2 194 kHz and in particular not to introduce new non-distress functions in the band 2 173.5 - 2 190.5 kHz;

2. to invite the CCIR to continue its studies on the use of the band 2 170 - 2 194 kHz and in particular:

- on the selection of frequencies for routine (non-distress) voice calling and digital selective calling,
- on the implications of a digital selective calling channel in the band 2 188 - 2 190.5 kHz with regard to the protection of the DSC channel at 2 187.5 kHz;

requests the Administrative Council

to place this Resolution and the Resolution and Recommendations listed in noting *a)* on the agenda of the WARC for the Mobile Services scheduled for 1987;

requests the Secretary-General

to communicate this Resolution to the IMO.

RESOLUTION No. 205(Mob-83)

On Protection of the Band 406 - 406.1 MHz Allocated to the Mobile-Satellite Service

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) that the World Administrative Radio Conference, Geneva, 1979, allocated the band 406 - 406.1 MHz to the mobile-satellite service in the Earth-to-space direction;

b) that No. **649** of the Radio Regulations limits the use of the band 406 - 406.1 MHz to low power satellite emergency position-indicating radiobeacons (EPIRBs);

c) that this Conference has made provision in the Radio Regulations for the introduction and development of a global distress and safety system;

d) that the use of satellite emergency position-indicating radiobeacons is an essential element of this system;

e) that, like any frequency band reserved for a distress and safety system, the band 406 - 406.1 MHz is entitled to full protection against all harmful interference;

f) that this Conference has adopted Recommendation No. **604(Rev.Mob-83)** which recommends that the CCIR continue its studies in the technical and operational questions for EPIRBs, including those using the frequencies in the band 406 - 406.1 MHz;

considering further

g) that some administrations are participating in the development of a polar orbiting satellite system operating in the band 406 - 406.1 MHz to provide alerting and to aid in the locating of distress incidents;

h) that observations of the use of frequencies in the band 406 - 406.1 MHz show that they are being used by stations other than those authorized by No. **649** of the Radio Regulations, and that these stations could cause harmful interference to the mobile-satellite service and particularly to the satellite system being developed to aid those in distress;

i) that in the future, new satellite systems which may be either geostationary or non-geostationary may be introduced in this band;

recognizing

that it is essential for the protection of human life and property that bands allocated exclusively to a service for distress and safety purposes be kept free from harmful interference;

resolves

to instruct the IFRB

to organize monitoring programmes in the band 406 - 406.1 MHz in order to identify the source of any unauthorized emission in that band;

to urge administrations

1. to take part in monitoring programmes requested by the IFRB in accordance with No. **1874** of the Radio Regulations, in the band 406 - 406.1 MHz, with a view to identifying and locating stations of services other than those authorized in this band;

2. to ensure that stations other than those operated under No. 649 abstain from using frequencies in the band 406 - 406.1 MHz;

3. to take the appropriate measures to eliminate harmful interference caused to the distress and safety system;

invites the CCIR

to study urgently conditions of compatibility between satellite EPIRBs in the band 406 - 406.1 MHz and services using adjacent bands.

RESOLUTION No. 206(Mob-83)

Relating to the Date of Entry Into Force of the 10 kHz Guardband for the Frequency 500 kHz in the Mobile Service (Distress and Calling) [1]

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) that the frequency spectrum should be used in the most efficient way possible;

b) that the World Administrative Radio Conference, Geneva, 1979, adopted a guardband from 495 kHz to 505 kHz for the frequency 500 kHz, which is the international distress and calling frequency for radiotelegraphy in the mobile service;

c) that the use of frequencies in the band 490 - 510 kHz must be such as to provide full protection to distress and safety communications on 500 kHz;

d) that an adequate amortization period should be allowed for the radio equipment currently in service;

recognizing

a) that this Conference has considered it premature to set a date at this stage for the implementation of the reduced guardband 495 - 505 kHz;

b) that the Conference has, however, adopted the frequency 490 kHz for distress and safety calls in the shore-to-ship direction by digital selective calling techniques;

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[1] Replaces Recommendation No. **200** of the World Administrative Radio Conference, Geneva, 1979.

c) that there is a need for the testing, evaluation and implementation of the use of 490 kHz for these purposes to start as soon as possible;

d) that arrangements must therefore be made to ensure that the introduction of digital selective calling on 490 kHz does not degrade the degree of protection accorded to distress and safety communications on 500 kHz;

resolves

1. that the next competent world administrative radio conference should decide on the date of entry into force of the definitive guardband from 495 kHz to 505 kHz, and that the date decided upon should be not earlier than 1 January 1990;

2. that until the date of implementation of the reduced guardband, digital selective calling for distress and safety purposes on 490 kHz shall be carried out subject to the following conditions:

- no harmful interference shall be caused to distress and safety communications on 500 kHz,
- no transmissions shall be carried out during the silence periods specified in No. **3038** of the Radio Regulations;

requests the Secretary-General

to forward this Resolution to the International Maritime Organization (IMO) inviting it to examine this matter further within the framework of the future global maritime distress and safety system (FGMDSS).

RESOLUTION No. 310(Rev.Mob-83)

Relating to Frequency Provisions for Development and Future Implementation of Ship Movement Telemetry, Telecommand and Data Exchange Systems

The World Administrative Radio Conference for Mobile Services, Geneva, 1983,

considering

a) the need to specify radio frequencies which may be used by the maritime mobile service on a worldwide basis for ship movement requirements using digital automated data exchange, telemetry and telecommand techniques;

b) the developments now in progress in different portions of the frequency spectrum which will require common frequency bands in the future for efficient frequency utilization;

c) the importance of these short-range systems in the safe and efficient operations of ships;

d) the advantages to port authorities for safe and efficient port management and operations;

noting

a) the conclusions of the Special Meeting of Study Group 8 of the CCIR in preparation for the present Conference, that CCIR studies are under way (particularly, Question 55/8);

b) that further operational and technical information is needed in deciding the most effective frequency utilization and sharing criteria;

resolves

1. that the next competent world administrative radio conference shall review possible frequency provisions in the light of additional studies;

2. that the CCIR shall examine and advise on bandwidths and data formats in coordination with administrations developing and testing these digital transmission systems;

requests the Secretary-General

to refer this Resolution to the International Maritime Organization (IMO), inviting it to define the operational requirement for data exchange with ships using digital transmission techniques and to make appropriate recommendations to assist administrations in preparing for a future conference.

RESOLUTION No. 317(Mob-83)

Relating to the Implementation of the Frequency 156.525 MHz for Distress and Safety Digital Selective Calling in the Maritime Mobile Service

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) that the International Maritime Organization (IMO) has transmitted to this Conference its requirements for the future global maritime distress and safety system (FGMDSS) which it proposes should be implemented fully by about 1990;

b) that this Conference has made provisions in the Radio Regulations to enable and facilitate testing and implementation of the FGMDSS while maintaining the provisions for the continuation of the existing system during a transitional period;

c) that the FGMDSS requirements include the need for digital selective calling to be used for distress and safety alerting to coast and ship stations in the band 156 - 174 MHz;

d) that to be effective, this function must operate on an exclusive frequency basis;

e) that VHF radio equipment for a large number of ships is the only radio means to transmit and receive an alert;

f) that this Conference has decided that the frequency 156.525 MHz (channel 70 in Appendix **18** of the Radio Regulations) be the exclusive frequency for this function;

g) that the practical testing stage is to start in the period 1984/1985 and that this necessary channel must be available by then;

recognizing

a) that the World Administrative Radio Conference, Geneva, 1979, authorized the use of the frequency 156.525 MHz (channel 70) for intership communications and this use is operationally incompatible with the use of this channel specifically for distress and safety alerting purposes using digital selective calling techniques;

b) that other maritime mobile communications on this frequency must cease as soon as practicable, but not later than 1 January 1986, to enable the FGMDSS to be fully tested, evaluated and implemented;

urges administrations

to take all practicable measures, including the possible use of technical means, to prevent any maritime mobile use of the frequency 156.525 MHz (channel 70) other than for digital selective calling for distress and safety purposes;

resolves that in the maritime mobile service

1. as soon as practicable, but not later than 1 January 1986, the frequency 156.525 MHz shall be used exclusively for distress and safety purposes using digital selective calling;

2. no new assignments on this frequency shall be allowed, other than those relating to distress and safety communications using digital selective calling;

3. no communications other than those related to distress and safety shall be allowed on this frequency as from the beginning of the implementation of the FGMDSS;

requests the Secretary-General

to communicate this Resolution to the IMO.

RESOLUTION No. 318(Mob-83)

Relating to Provisional Procedures Applicable to Stations Transmitting Navigational and Meteorological Warnings and Urgent Information to Ships on the Frequency 518 kHz Using Automatic Narrow-Band Direct-Printing Telegraphy (NAVTEX)

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) that this Conference has designated a frequency for transmission by coast stations of navigational and meteorological warnings and urgent information using automatic narrow-band direct-printing telegraphy;

b) that in the maritime mobile service the frequency 518 kHz shall be used exclusively for this purpose (see No. **2971B**);

c) that the proper functioning of such a system is dependent on a coordinated use of the frequency 518 kHz by the coast stations involved;

d) that the coordination of the operational aspects of the NAVTEX system is being undertaken by the International Maritime Organization (IMO) and the International Hydrographic Organization (IHO);

e) that the IMO in cooperation with the IHO provides guidance on the operational aspects of these matters in order to ensure coordination of transmissions by coast stations;

f) that the frequency band 510 - 526.5 kHz (510 - 525 kHz in Region 2) is allocated on a shared basis to several services and that sharing criteria are required;

resolves

1. that from 15 January 1985 the provisional procedure contained in the Annex to this Resolution shall be applied for coordinating the planned use of 518 kHz for the transmission of navigational and meteorological warnings and urgent information, prior to notifying the frequency assignment concerned in accordance with Article 12 of the Radio Regulations;

2. that in order to permit the administrations and the IFRB to apply the procedure in the Annex, the IFRB shall proceed as follows:

2.1 request administrations having stations transmitting navigational and meteorological warnings and urgent information on the frequency 518 kHz to communicate to the IFRB, not later than 31 October 1983, the characteristics of these stations as listed in Section A of Appendix 1 to the Radio Regulations, Geneva, 1979, together with the following additional characteristics:

1) regular transmission schedule allocated to the station;

2) the duration of transmissions;

3) the B_1 character (transmitter coverage area identifier) to be used by the coast station (CCIR Recommendation 540-1);

4) the ground-wave coverage area of transmission;

2.2 send to the administrations concerned extracts of assignments to stations of the maritime mobile service whose necessary bandwidth overlaps into the band 517.5 - 518.5 kHz (other than those referred to in 2.1 above) requesting them to modify the characteristics of their assignments or to transfer these assignments to other appropriate frequencies within a period of six months. For this purpose the IFRB shall provide, if requested, all necessary assistance in accordance with Nos. **1445-1449** of the Radio Regulations;

2.3 if the Board finds that a frequency assignment of another service in Region 1 or Region 3 which is in conformity with the Table of Frequency Allocations is recorded in the Master Register with a date earlier than that of the maritime mobile service and is likely to cause harmful interference to that assignment, the Board shall recommend the administration responsible for the assignment of the other service to transfer it to another appropriate frequency. In doing so, it shall provide all necessary assistance in accordance with the provisions of Nos. **1445-1449** with a view to ensuring that the assignment shall be retained in the Master Register with its original date;

2.4 the Board shall publish the data received in response to paragraph 2.1 above in a special list in an appropriate form;

urges administrations

1. to refer to and comply with, to the maximum extent possible, CCIR Recommendation 540-1 concerning the "Operational and Technical Characteristics for an Automated Direct-Printing Telegraph System for Transmission of Navigational and Meteorological Warnings and Urgent Information to Ships";

2. intending to use the frequency 518 kHz for the promulgation of navigational and meteorological warnings and urgent information to ships to effect appropriate operational coordination with the IMO and the IHO;

3. to refrain from authorizing transmissions on the frequency 518 kHz which could cause harmful interference to the reception of navigational and meteorological warnings and urgent information;

4. to refrain from authorizing transmissions on the frequency 518 kHz which could cause harmful interference to the services to which the band is allocated;

requests the CCIR

to study as a matter of urgency the sharing of frequencies in the band 510 - 526.5 kHz (510 - 525 kHz in Region 2), and in particular in the vicinity of 518 kHz, and indicate the criteria of such sharing which will ensure the satisfactory operation of the services concerned;

requests the IMO and the IHO

to consider appropriate action for any operational coordination that may be necessary for certain areas on the basis of the information referred to in *resolves* 2.1 above;

invites the Administrative Council

to include this Resolution in the agenda of the World Administrative Radio Conference for the Mobile Services planned for 1987;

requests the Secretary-General

to communicate this Resolution to the International Maritime Organization (IMO), the International Hydrographic Organization (IHO), the World Meteorological Organization (WMO) and the International Civil Aviation Organization (ICAO) for consideration and comments.

Annex: 1

ANNEX TO RESOLUTION No. 318(Mob-83)

Provisional Procedure to be Applied by Administrations and the IFRB for the Coordination of the Planned Use of the Frequency 518 kHz for the Transmission by Coast Stations of Navigational and Meteorological Warnings and Urgent Information to Ships by Means of Automatic Narrow-band Direct-printing Telegraphy (NAVTEX)

1. Before an administration notifies the Board a frequency assignment to a coast station for the transmission of navigational and meteorological warnings and urgent information to ships by means of automatic narrow-band direct-printing telegraphy, it shall coordinate this frequency assignment:

> 1.1 with respect to similar usages recorded in the Master Register or under coordination in accordance with the present procedure;
>
> 1.2 with respect to assignments to stations of other services to which the band 517.5 - 518.5 kHz is allocated.

2. To effect this coordination, administrations and the IFRB shall apply the procedure of Article 14 of the Radio Regulations modified as follows:

> 2.1 the information to be communicated by administrations to the IFRB shall be as specified in *resolves* 2.1 of this Resolution;
>
> 2.2 the procedure shall be initiated not earlier than one year and not later than six months before the proposed date of putting the assignment into use;

2.3 the IFRB shall publish this information within 45 days of its receipt in a special section of its weekly circular and shall communicate a copy of this publication to IMO, IHO and WMO requesting them to communicate to the administration concerned, with a copy to the IFRB, any information which may assist in reaching agreement on coordination;

2.4 at the expiry of a period of four months from the date of publication of the information in the special section, the administration responsible for the assignment may notify the IFRB in accordance with No. **1214** of the Radio Regulations indicating the names of administrations with which agreement was reached and those which have expressly communicated their disagreement;

2.5 on receipt of the notice of the frequency assignment the Board shall take into account the results of the application of the procedure and examine it in accordance with the provisions of Nos. **1241** and **1245** and the related provisions of Article **12** of the Radio Regulations;

2.6 the Board shall update and publish at appropriate intervals the list referred to in *resolves* 2.4 of this Resolution.

RESOLUTION No. 319(Mob-83)

Relating to a General Review of the HF Bands Allocated on an Exclusive or Shared Basis to the Maritime Mobile Service

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

noting

a) that this Conference has established channelling plans for maritime mobile radiotelephony in the bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz on the basis of 3.0 kHz channel spacing and with carrier frequencies on integer multiples of 1 kHz;

b) that this Conference has provided frequencies in the HF maritime mobile bands for use in the future global maritime distress and safety system (FGMDSS) being developed by the International Maritime Organization (IMO);

c) that it was not within the competence of this Conference to carry out a general review of the sub-allocations and chanelling plans in the HF maritime mobile bands;

recognizing

a) that some radiotelephone channels are shared by upwards of twenty-five countries, or geographical areas, which is not a satisfactory situation and reflects the shortage of radiotelephone channels available to meet the requirements submitted to the World Administrative Radio Conference, Geneva, 1974;

b) that the CCIR has concluded that the frequency spacing between adjacent single-sideband radiotelephone channels in the HF band could be 3.0 kHz and nominal carrier frequencies should be integer multiples of 1 kHz;

c) that narrow-band direct-printing channel users are experiencing interference due to congestion, rendering channels unusable in some cases;

d) that an increase is expected in the demand for frequencies for duplex and simplex radiotelephony, narrow-band direct-printing telegraphy and digital selective calling;

e) that some wideband telegraphy requirements are currently satisfied in bands allocated for other purposes and that some ship wideband telegraphy channels are split within the same frequency band, making for inflexibility in the use of the spectrum;

f) that it is important for the successful implementation of the FGMDSS that the frequencies provided for it should, as far as practicable, remain unchanged;

considering

a) that since the bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz are shared with the fixed service, there are limitations on their planning and use by the maritime mobile service;

b) that consideration should nevertheless be given to the inclusion of frequencies in the bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz in the Allotment Plan of Appendix **25**;

resolves

1. that the next competent world administrative radio conference (WARC) should carry out a general review and any necessary revision of all the HF bands allocated on an exclusive or shared basis to the maritime mobile service, taking into account the requirements of each administration;

2. that in carrying out the review mentioned in *resolves* 1., the next competent WARC should consider the need for an increase in the number of duplex channels for radiotelephony and narrow-band direct-printing telegraphy, and the provision of additional international frequencies for the digital selective calling system;

3. that 3.0 kHz channel spacing should be used for the future revision of the HF maritime mobile radiotelephone channelling plans, with nominal carrier frequencies on integer multiples of 1 kHz;

4. that when the maritime mobile sub-allocations and channelling plans are revised, every effort should be made to retain unchanged the frequencies which this Conference has made available for use in the FGMDSS;

invites the Administrative Council

1. to include in the agenda of the WARC for the Mobile Services planned for 1987 the articles and appendices of the Radio Regulations relevant to the review of the HF maritime mobile bands referred to in *resolves* 1.;

2. to empower the next competent WARC to consider the problems associated with the shared use of the bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz, taking into account the current requirements of and developments in the maritime mobile service and the fixed service;

requests the CCIR

to study the technical issues involved in a revision of the sub-allocations and channelling plans in the HF maritime mobile service, including the following issues:

a) the establishment of sharing criteria between the maritime mobile and fixed services in the 4 000 - 4 063 kHz and 8 100 - 8 195 kHz frequency bands;

b) radiotelegraph channel spacing based on existing and future requirements and technological advances in equipment;

c) the most effective arrangement and channelling scheme for radiotelephone channels based on 3.0 kHz channel spacing;

invites administrations

to make appropriate contributions to the studies of the CCIR, including the collection and submission of data concerning their experience of sharing arrangements in the bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz.

RESOLUTION No. 320(Mob-83)

Relating to the Allocation of Maritime Identification Digits (MIDs), and the Formation and Assignment of Identities in the Maritime Mobile and Maritime Mobile-Satellite Services (Maritime Mobile Service Identities) [1, 2]

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) the provisions of Resolution No. 313 of the World Administrative Radio Conference, Geneva, 1979, relating to the introduction of a new system for identifying stations in the maritime mobile and maritime mobile-satellite services;

b) the need for an internationally recognized method for assigning identities to ship and coast stations in order that such stations may have a unique identity;

c) the information supplied by the Secretary-General regarding the formation and allocation of such ship station identities, as well as the constraints which apply to the preparation of a table of maritime identification digits (MIDs);

noting

a) that the format of maritime mobile service identities is defined in Appendix 43 to the Radio Regulations;

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[1] Replaces Resolution No. 313 of the World Administrative Radio Conference, Geneva, 1979.

[2] In this Resolution, a reference to a ship station or a coast station does not exclude the respective earth stations.

b) that the ship station number defines the ship station within the public switched network;

c) that a CCITT Recommendation [1] defines the relationship between the ship station number and the ship station identity;

d) that the 10-digit address/self-identity of the digital selective calling system described in the relevant CCIR Recommendations [2] may be used to convey the ship station identity;

e) that a Table of Maritime Identification Digits (MIDs) has been adopted for inclusion in Appendix 43 to the Radio Regulations;

f) that initially one MID has been allocated to each country [3];

g) that the first digit of the MIDs allocated to countries by this Conference normally indicates the geographical zone in which a country is located, in accordance with the relevant CCITT Recommendation [4];

h) that the initial allocation of MIDs has been distributed within the numerical range given to each geographical zone to allow for the possibility of consecutive MIDs;

i) that such a consecutive capability is considered to be only an incidental feature which should not be viewed as a basic requirement in the allocation of required MIDs;

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[1] CCITT Recommendation E.210/F.120.

[2] CCIR Recommendations 493 and 585.

[3] Throughout this Resolution, the word "country" is used with the meaning attributed to it in No. 2246 of the Radio Regulations.

[4] CCITT Recommendation E.210/F.120.

j) that No. **2087** of the Radio Regulations authorizes the Secretary-General to allocate MIDs to countries not included in this Table;

k) that No. **2087A** of the Radio Regulations authorizes the Secretary-General to allocate additional MIDs to countries included in the Table;

believing

a) that maritime identification digits should be allocated in a uniform and careful manner;

b) that a ship station should have an identity formed from the MID allocated to its country of registration (flag) regardless of the part of the world in which the vessel operates;

c) that a coast station should have an identity formed from the MID allocated to the country where it is located, due regard being given to its geographical location;

d) that additional MIDs should be allocated only where essential and that the initially allocated MID is envisaged to serve each country for an extended period if ship station identities are assigned in accordance with certain guidelines;

e) that no country, in any case, can justify more MIDs than the total number of its ship stations shown in the ITU List of Ship Stations (List V) divided by 1000;

resolves to urge administrations

1. to follow the guidelines for the assignment of ship station identities annexed to this Resolution;

2. to make optimum use of the possibilities of forming identities from the single MID initially allocated to them;

3. to take particular care in assigning ship station identities with six significant digits (three-trailing-zero identities) which should only be assigned to ship stations which can be reasonably expected to require such an identity for automatic access on a worldwide basis from public switched networks;

4. to seriously examine the possibility of assigning one-trailing-zero or two-trailing-zero identities to such vessels when they require automatic access only on a national or regional level, as defined in the relevant CCITT Recommendation [1];

5. to assign ship station identities without trailing zeros to all other vessels requiring a numerical identification;

resolves to instruct the Secretary-General

1. to allocate additional MIDs within the limits specified in *believing e)*, provided he is satisfied that the possibilities offered by the MIDs allocated to an administration will soon be exhausted in spite of judicious ship station identity assignment as outlined in *resolves to urge administrations* above and conforming with the guidelines annexed to this Resolution;

2. to submit a report on the utilization of Maritime Mobile Service Identities and on the status of the Table of Maritime Identification Digits to the next competent administrative radio conference.

Annex: 1

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[1] CCITT Recommendation E.210/F.120.

ANNEX TO RESOLUTION No. 320 (Mob-83)

Guidelines for Assignment of Ship Station Identities

Introduction

The maritime mobile identification plan is based on a set of compromises intended to satisfy most of the major requirements. Its first stage requires that administrations conserve numerical capacity to limit the demand for Maritime Identification Digits (MIDs) and extend the life of the plan as long as needed. The following guidelines are indicated to assist administrations and conserve capacity. See also the relevant CCIR and CCITT Recommendations [1].

Identity format

1. A ship station identity with one or more trailing zeros should be assigned only when a vessel may reasonably be expected to require it for automatic shore network-to-ship communication. Such communication may be via MF, HF, VHF, or UHF terrestrial radiocommunication or maritime satellite, but it should involve the need to receive communications from a land based network without coast station operator assistance.

2. Other vessels that require numerical identification may be assigned 9-digit ship identities without any trailing zeros.

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[1] CCIR Recommendation 585.
CCITT Recommendation E.210/F.120.

National schemes

3. When it is intended that a vessel receive automatically communications in the shore-to-ship direction only from coast stations belonging to the country in which it is registered, a ship station identity with only one trailing zero should be used. It is assumed that these identities will be used in the context described in CCITT Recommendation E.210/F.120 which provides that in such cases the MID may be replaced in the ship station number by the prefix "9", thereby enabling the use of five digits within a given country.

4. When ship station identities with only one trailing zero are assigned by an administration it should in the X_8 position avoid assigning at least two digits, e.g. 2 or 3, so that ship station identities containing these digits in position X_8 are available for potential use in stage 2 of the plan.

Regional schemes

5. Ship station identities with two trailing zeros should be assigned to ships whose need for automatic shore-to-ship communications is confined to those through coast stations in a limited number of countries each of which agrees to convert a given "8Y" dialling prefix to the same primary (first assigned) MID when calling in the shore-to-ship direction. If several administrations whose terrestrial networks can handle "8Y" ship station number prefixes agree, for example, to convert the "8Y" prefix "83" to the MID "214", then the country whose MID is "214" can assign ship station identities with two trailing zeros (starting with 214) to ship stations which need to be called automatically only through the coast stations of the countries having decided to effect the above-mentioned "8Y" to "MID" conversion.

6. It is important to note that network subscribers in all these countries will use the same 83 $X_4X_5X_6X_7$ ship station number to address a given vessel. Combinations of countries may be developed to embrace communities of interest as automatic network calling from shore to ship develops.

7. When ship station identities with two trailing zeros are assigned by an administration it should in the X_7 position avoid assigning at least two digits, e.g. 2 or 3, so that ship station identities containing these digits in the position X_7 are available for potential use in stage 2 of the plan.

World-wide scheme

8. If national or regional coding cannot be applied, the vessel must be assigned an identity with three trailing zeros assuming the need to receive automatic shore network-to-ship communications is present.

9. Any vessel fitted with a ship earth station or anticipated to be so equipped in the foreseeable future should be provided with an identity using three trailing zeros. A vessel equipped for communications in the HF bands and having a need in the foreseeable future for receiving automatic communications from land networks (unable to carry more than 6 digits) may also be considered a candidate for a ship identity with three trailing zeros. Administrations must, however, use discretion in this matter in order to preserve the capacity of the ship identity plan since HF capability does not, of itself, require such an identity.

General

10. A single MID has been allocated to each country. A second MID should not be requested unless the first allocated MID is more than 80% exhausted in the basic category of three trailing zeros and the rate of assignments is such that 90% exhaustion is foreseen. The same criteria should be applied to subsequent requests for MIDs.

11. These guidelines do not require an administration to assign numerical identities until it determines that the need exists for such identities. They do not address the assignment of ship station identities without trailing zeros as it is assumed that there is enough capacity inherent in the system to provide for the assignment of such identities to all ship stations which an administration may wish to identify in this manner.

RESOLUTION No. 321(Mob-83)

Relating to the Development of Operational Provisions for the Future Global Maritime Distress and Safety System (FGMDSS) and to Their Introduction Into the Radio Regulations

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) that the International Maritime Organization (IMO) has adopted the basic requirements for the FGMDSS;

b) that this Conference has, on the basis of these requirements, made provisions in the Radio Regulations for the use of certain frequencies required for this new system;

c) that this Conference has not, however, considered it appropriate to introduce in the Radio Regulations at this time detailed regulatory and operational provisions pertaining to this system;

d) that before a decision can be made as to the appropriate scope and detail of such provisions to be included in the Radio Regulations, an orderly testing and evaluation period must take place;

e) that the CCIR should continue its technical and operational studies;

recognizing

a) that appropriate administrative, technical and operational experience must be gained with the new system before detailed regulatory and operational provisions pertaining to this system can be incorporated into the Radio Regulations;

b) that this Conference has adopted provisions to facilitate the introduction of the FGMDSS;

c) that the IMO is responsible for the further development of the FGMDSS and for the determination of its operational requirements and characteristics;

d) that during this transition period, there is the possibility of operational use of the FGMDSS in actual incidents of distress and safety, with the understanding that the existing provisions in the Radio Regulations concerning emergency circumstances are the governing mandate;

e) that all existing provisions of the Radio Regulations pertaining to distress and safety communications shall be maintained at least until the full implementation of the FGMDSS;

resolves

1. that the World Administrative Radio Conference (WARC) for the Mobile Services planned for 1987 should be requested to make the necessary provisions in the Radio Regulations for the new system;

2. that, whilst gaining experience to provide a basis for the adoption of detailed regulations by the next appropriate administrative radio conference, administrations participating, singly or jointly, in the operation of elements of the FGMDSS should advise the Secretary-General of any temporary administrative, technical or operational provisions, for appropriate action, and inform other administrations;

invites

1. the Secretary-General to send this Resolution to the IMO with a request

- to continue its studies on the FGMDSS, taking into account experience gained during the transition period,
- to develop plans which will facilitate an orderly introduction of the system, and
- to develop operational procedures of the system required to implement these plans;

2. the CCIR to continue its studies of the FGMDSS;

3. the Administrative Council to take the necessary action to place this matter on the agenda of the next competent WARC and to take appropriate steps to assist in its preparation;

4. administrations to prepare, and as far as possible coordinate proposals on these matters taking account of developments in IMO and CCIR, for submission to the Mobile Services WARC planned for 1987.

RESOLUTION No. 322(Mob-83)

Relating to the Selection of Coast Stations to Assume Watch-Keeping Responsibilities on Certain Frequencies in Connection with the Implementation of the Future Global Maritime Distress and Safety System (FGMDSS)

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) that the International Maritime Organization (IMO) has submitted to this Conference a report containing the design of a future global maritime distress and safety system (FGMDSS);

b) that this Conference has made enabling provisions in the Radio Regulations to facilitate the progressive implementation of the new system while maintaining provision for continuation of the existing system during a transitional period;

c) that the new system necessitates the use or the exclusive use of a number of additional frequencies for maritime distress and safety purposes;

d) that the extra watch-keeping responsibilities associated with these additional frequencies may be too onerous to be assumed by all coast stations open to public correspondence;

e) that the additional frequencies are to be used as part of a world-wide coordinated distress system which will require selected coast stations to keep watch on specific frequencies;

recognizing

a) that for the successful implementation of the new system there must be adequate geographical distribution of coast stations keeping watch on the additional frequencies as well as those now in use;

b) that the IMO is the organization best qualified to coordinate, with the agreement of the governments, a plan for coast stations to accept watch-keeping responsibilities on the frequencies required for the new system;

resolves to invite the IMO

in cooperation with the ITU, to coordinate a plan for selected coast stations to assume additional watch-keeping responsibilities on the frequencies identified for use in the FGMDSS and to forward this plan to the Secretary-General who shall bring it to the attention of all administrations and shall also include the appropriate information in the List of Coast Stations;

requests the Secretary-General

to communicate this Resolution to the IMO.

RESOLUTION No. 704(Mob-83)

Relating to the Holding of a Regional Administrative Radio Conference to Prepare Frequency Assignment Plans for the Maritime Mobile Service in the Bands Between 435 kHz and 526.5 kHz and in Parts of the Band Between 1 606.5 kHz and 3 400 kHz in Region 1 and to Plan for the Aeronautical Radionavigation Service in the Band 415 - 435 kHz in Region 1

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) that Recommendation No. **300** of the World Administrative Radio Conference, Geneva, 1979, confirmed that the Copenhagen Plan of 1948 (which provided frequency assignments for coast stations in the European Maritime Area using telegraphy in the bands between 415 kHz and 490 kHz and between 510 kHz and 525 kHz) had become out of date and that some of the technical standards used therein had been revised;

b) that the same Conference allocated the bands 505 - 526.5 kHz in Region 1 to the maritime mobile service on a primary basis and to the aeronautical radionavigation service on a permitted basis;

c) that Resolution No. **38** of the same Conference stressed the need for frequency assignment plans to be drawn up for Region 1 for the band 1 606.5 - 2 850 kHz for the maritime mobile service;

d) that the present Conference was unable to prepare frequency assignment plans for these two bands but has nevertheless taken the necessary decisions upon which assignment plans could be based;

e) that there is an urgent need for frequency assignment plans to be prepared for the bands mentioned brought into force for the benefit of the maritime mobile service and for other services requiring early access to certain bands to be vacated by that service;

f) that objective traffic statistics would form a useful basis for the determination of requirements to be included in the planning exercise;

g) that the present Conference modified the provisions of No. **4188** of the Radio Regulations concerning the subdivisions of the bands between 1 606.5 kHz and 3 800 kHz;

considering further

h) that the World Administrative Radio Conference, Geneva, 1979, allocated to the band 415 - 435 kHz in Region 1 to the aeronautical radionavigation service on a primary basis and to the maritime mobile service on a permitted basis;

i) that this allocation permits the preparation of a frequency plan for the aeronautical radionavigation service;

j) that there is an urgent need for the band 415 - 435 kHz to be made available to the aeronautical radionavigation service in Region 1;

k) that in order to use the band 415 - 435 kHz to the maximum extent, it is necessary to plan this band for the aeronautical radionavigation service and to make adequate provisions for the use of this band by the maritime mobile service;

l) that to enable a coordinated introduction of the aeronautical radionavigation service in the band 415 - 435 kHz, the planning of this band should coincide with the planning of the band 435 - 526.5 kHz for the maritime mobile service;

m) that the planning of the band 415 - 435 kHz in Region 1 for the aeronautical radionavigation service will be of benefit to aircraft of all nations flying in these areas;

resolves

1. that a regional administrative radio conference for Region 1 be convened to prepare frequency assignment plans for the maritime mobile service in the frequency bands between 435 kHz and 526.5 kHz and in parts of the band between 1 606.5 kHz and 2 850 kHz and for the aeronautical radionavigation service in the band 415 - 435 kHz;

2. that the Tables of Recommended Assignable Frequencies appearing in Appendices 1 and 2 to this Resolution be used as a basis for the planning of the bands 435 - 526.5 kHz, 1 606.5 - 1 625 kHz, 1 635 - 1 800 kHz and 2 045 - 2 160 kHz for the maritime mobile service;

3. that when planning the band 415 - 435 kHz for the aeronautical radionavigation service, provision shall be made for the use of this band also by the maritime mobile service and when planning the band 505 - 526.5 kHz for the maritime mobile service provision shall be made for the use of this band also by the aeronautical radionavigation service;

4. that, in accordance with *resolves* 2 of the aforementioned Resolution No. **38**, replacement frequencies for stations of the maritime mobile service shall be provided in the frequency assignment plan mentioned above, together with the arrangements for their implementation;

recommends

that the Table of Recommended Assignable Frequencies appearing in Appendix 3 to this Resolution be used by administrations when planning and assigning frequencies in the bands 1 850 - 2 045 kHz, 2 194 - 2 498 kHz, 2 502 - 2 850 kHz, 3 155 - 3 400 kHz and 3 500 - 3 800 kHz to stations of the maritime mobile service;

invites the Administrative Council

1. to take all necessary steps (including fixing the date and the agenda) to convene at an early date, if possible early in 1985 a regional administrative radio conference for Region 1 for the purpose of:

   a) establishing an agreement and associated plans in the bands listed in *resolves* 2 and 3 of the present Resolution;

   b) establishing the final texts of Appendices to the Radio Regulations containing the channelling arrangements in the bands referred to above;

2. include in the agenda of the World Administrative Radio Conference for the Mobile Services foreseen for 1987 an item covering the inclusion in the Radio Regulations of the Appendices mentioned in paragraph 1 *b)* above;

invites the administrations concerned

to take the appropriate steps with a view to adopting the instrument for abrogation of the European Regional Convention for the maritime mobile service, Copenhagen, 1948, and the associated Plan;

requests the IFRB

1. to give technical assistance in the preparation for and organization of the Conference;

2. to invite administrations to submit at an appropriate date their requirements using the characteristics contained in Appendix 1 to the Radio Regulations;

requests the CCIR

to establish the necessary technical basis;

requests the Secretary-General

to forward this Resolution to the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO).

APPENDIX 1 TO RESOLUTION No. 704(Mob-83)

Tables of Recommended Assignable Frequencies for Planning for the Maritime Mobile Service in the Band Between 435 kHz and 526.5 kHz in Region 1

1. The Tables below show the frequencies assignable to stations of the maritime mobile service for narrow-band direct-printing, digital selective calling and Morse telegraphy in the band between 435 kHz and 526.5 kHz in Region 1. The frequency assignment plan will be based on a 0.5 kHz spacing. Until 1 January 1990, when tighter frequency tolerances for A1A Morse telegraphy become applicable, frequencies for A1A Morse telegraphy may be assigned with a channel spacing of 1 kHz.

a) *coast stations* (29 channels)

435.5
436
436.5
437
437.5
438
438.5
439
439.5
440
440.5
441
441.5
442
442.5
443
443.5
444
444.5
445
445.5
446
446.5
447
447.5
448
448.5
449
449.5

b) *coast stations, ship stations, intership working* (23 channels)

450
450.5
451
451.5
452
452.5
453
453.5
454 *
454.5
455
455.5
456
456.5
457
457.5
458
458.5
459
459.5
460
460.5
461

Note: When choosing from the above frequencies, the use of 455 kHz as an intermediate frequency in broadcast receivers should be borne in mind.

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* See Nos. 4237 and 4238.

c) *ship stations* (57 channels)

461.5
462
462.5
463
463.5
464
464.5
465
465.5
466
466.5
467
467.5
468
468.5
469
469.5
470
470.5
471
471.5
472
472.5
473
473.5
474
474.5
475
475.5
476
476.5
477
477.5
478
478.5
479
479.5
480
480.5
481
481.5
482
482.5
483
483.5
484
484.5
485
485.5
486
486.5
487
487.5
488
488.5
489
489.5

d) *coast stations* (13 channels)

510.5
511
511.5
512.5
513
513.5
514
514.5
515
515.5
516
516.5
517

e) *coast stations, narrow-band direct-printing telegraphy (with forward error correction)*

518 kHz (see Resolution No. **318(Mob-83)**

f) *coast stations* (15 channels)

519
519.5
520
520.5
521
521.5
522
522.5
523
523.5
524
524.5
525
525.5
526

2. The recommended assignable frequencies 435.5 - 449.5 kHz to be used by coast stations shall be paired with the frequencies 475.5 - 489.5 kHz to be used by ship stations and the recommended assignable frequencies 461.5 - 475 kHz to be used by ship stations shall be paired with the frequencies in paragraphs *d)* and *f)*.

3. Frequency 512 kHz is used as a supplementary calling frequency by ship and coast stations (see Nos. **4239** and **4241**).

APPENDIX 2 TO RESOLUTION No. 704(Mob-83)

Tables of Recommended Assignable Frequencies for Planning for the Maritime Mobile Service in the Bands 1 606.5 - 1 625 kHz, 1 635 - 1 800 kHz and 2 045 - 2 160 kHz in Region 1

a) *Coast stations, narrow-band direct-printing telegraphy, digital selective calling*

1 607 kHz . . . 36 channels spaced 0.5 kHz . . . 1 624.5 kHz.

b) *Coast stations, single sideband radiotelephony*

1 636.4 kHz (1 635 kHz) . . . 55 channels spaced 3 kHz . . . 1 798.4 kHz (1 797 kHz).

c) *Ship stations, single sideband radiotelephony**

2 046.4 kHz (2 045 kHz) . . . 32 channels spaced 3 kHz . . . 2 139.4 kHz (2 138 kHz).

d) *Ship stations, narrow-band direct-printing radiotelegraphy, digital selective calling*

2 142 kHz . . . 36 channels spaced 0.5 kHz . . . 2 159.5 kHz.

Note 1: Frequencies listed under *a)* and *b)* to be used by coast stations shall be paired with frequencies listed under *d)* and *c)* respectively to be used by ship stations.

Note 2: The frequencies between parentheses are the carrier frequencies.

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* For the conditions of use of certain frequencies of this sub-band, see Nos. **4358** to **4360**, **4362**, **4363**, **4365** and **4366**.

APPENDIX 3 TO RESOLUTION No. 704(Mob-83)

Tables of Recommended Assignable Frequencies to be Used by Administrations in Region 1 when Planning and Assigning Frequencies in the Bands 1 850 - 2 045 kHz, 2 194 - 2 498 kHz, 2 502 - 2 850 kHz, 3 155 - 3 400 kHz and 3 500 - 3 800 kHz

a) *Coast stations, single sideband radiotelephony*

1 852.4 kHz (1 851 kHz) ... 33 channels spaced 3 kHz ... 1 948.4 kHz (1 947 kHz).

b) *Ship stations, single sideband radiotelephony*

1 952.4 kHz (1 951 kHz) ... 31 channels spaced 3 kHz ... 2 042.4 kHz (2 041 kHz).

c) *Ship stations, single sideband radiotelephony*

2 196.4 kHz (2 195 kHz) ... 22 channels spaced 3 kHz ... 2 259.4 kHz (2 258 kHz).

d) *Intership, single sideband radiotelephony*

2 264.4 kHz (2 263 kHz) ... 78 channels spaced 3 kHz ... 2 495.4 kHz (2 494 kHz).

e) *Ship stations, narrow-band direct-printing telegraphy*

2 502.5 kHz ... 150 channels spaced 0.5 kHz ... 2 577.5 kHz.

f) *Coast stations, narrow-band direct-printing telegraphy and single sideband radiotelephony*

2 580.4 kHz (2 579 kHz) ... 90 channels spaced 3 kHz ... 2 847.4 kHz (2 846 kHz).

or

2 578.5 kHz ... 543 channels spaced 0.5 kHz ... 2 849.5 kHz.

g) *Ship stations, narrow-band direct-printing telegraphy*

3 155.5 kHz ... 89 channels spaced 0.5 kHz ... 3 199.5 kHz.

h) *Ship stations, single sideband radiotelephony*

3 202.4 kHz (3 201 kHz) ... 46 channels spaced 3 kHz ... 3 337.4 kHz (3 336 kHz).

i) *Intership, single sideband radiotelephony*

3 341.4 kHz (3 340 kHz) ... 20 channels spaced 3 kHz ... 3 398.4 kHz (3 397 kHz).

j) *Intership, single sideband radiotelephony*

3 501.4 kHz (3 500 kHz) ... 33 channels spaced 3 kHz ... 3 597.4 kHz (3 596 kHz).

k) *Coast stations, single sideband radiotelephony*

3 602.4 kHz (3 601 kHz) ... 66 channels spaced 3 kHz ... 3 797.4 kHz (3 796 kHz).

Note: The frequencies between parentheses are the carrier frequencies.

RECOMMENDATIONS

[Note by the Department of State: The recommendations contained herein are related documents that do not require ratification by the United States.]

RECOMMENDATION No. 201(Rev.Mob-83)

Relating to Distress, Urgency and Safety Traffic

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

noting

that the International Maritime Organization (IMO):

a) has adopted a Resolution [1] on the development of the maritime distress system;

b) has under development a future global maritime distress and safety system (FGMDSS);

c) is considering transitional measures to this future system;

further noting

that the technical and operating considerations of the FGMDSS are being studied by the CCIR;

considering

a) that the IMO requirement for the possible future fitting of automatic distress alerting, followed by the automatic transmission of additional information concerning a distress incident, is of particular importance;

b) that automatic distress alerting, followed by the automatic transmission of additional information concerning the distress case, should take place on one or more frequencies reserved for this purpose;

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[1] IMO Resolution A.420 (XI).

c) that this Conference has made available frequencies for automatic distress alerting using digital selective calling techniques;

d) that within the framework of the FGMDSS the transmission and the recorded reception of distress, urgency and safety messages should be able to take place with minimal interruption and irrespective of human attendance;

e) that at this time there appears to be a continuing need for non-automatic alerting for ships not required by international conventions to participate in the FGMDSS;

recommends

1. that the IMO be invited to continue its studies with a view to introduction of the FGMDSS and, in doing so, to recognize the need for the use of automatic or non-automatic alerting by ships not subject to international conventions and for existing equipment in such ships to be able to continue in use for distress and safety purposes;

2. that CCIR continue its studies on the FGMDSS and in particular the role of maritime-satellite radiocommunications in a coordinated distress system as well as in safety applications;

3. that, as a prerequisite to the introduction of the FGMDSS, it must be proved by field trials that it will provide an improved service;

4. that administrations consider, in the light of advancing techniques, the introduction of more automated telecommunication systems for the dissemination of distress, urgency and safety messages on a continuous basis, to replace Morse telegraphy, if possible;

5. that the introduction and operation of the FGMDSS should be complementary to and not adversely affect the existing distress and safety services;

requests the Secretary-General

to communicate this Recommendation to the IMO.

RECOMMENDATION No. 204(Rev.Mob-83)

Relating to the Application of Chapters IX, X, XI and XII of the Radio Regulations

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) that the Radio Regulations provide the basic regulatory framework for all the mobile services and that the provisions of the Radio Regulations should correspond as closely as possible with the needs and operational realities of these services;

b) that the World Administrative Radio Conference, Geneva, 1979, adopted the Re-Arrangement of the Radio Regulations as proposed by the Group of Experts, taking into account proposals made by a number of administrations for further refinement of the Re-Arrangement;

c) that the separation of the previous mobile service provisions into specific chapters dealing with individual mobile services has highlighted certain anomalies in relation to each of the mobile services, and particularly in their applicability to the aeronautical mobile service and the land mobile service;

d) that certain of these anomalies raise substantive operational issues with which this Conference is not competent to deal;

e) that the aeronautical mobile service is concerned with the communications to ensure safe and regular operation of aircraft;

f) that towards this objective the International Civil Aviation Organization (ICAO) has agreed upon standards and recommended practices adapted to the needs of aircraft operation which have been proven in practice and are well established in current use;

recognizing

a) that the present Conference was primarily concerned with the revision of the provisions of the Radio Regulations from the limited aspect of distress and safety;

b) that this limited revision has still not resulted in bringing the Radio Regulations into accord with the needs and practices of the services concerned;

c) that the present Conference has adopted No. **3362** in Chapter **X**;

recommends

that the World Administrative Radio Conference planned for 1987 revise Chapters **IX**, **X**, **XI** and **XII** to bring them into accord with the current needs and practices of the services concerned;

invites the Administrative Council

to take the necessary steps to place this matter on the agenda of that World Administrative Radio Conference;

instructs the Secretary-General

to communicate the text of this Recommendation to the International Civil Aviation Organization (ICAO) and to the International Maritime Organization (IMO) and to request the attention of these organizations to a study of the material contained in Chapters **IX**, **X** and **XI**, with a view to assisting administrations in their preparations for that Conference.

RECOMMENDATION No. 313(Rev.Mob-83)

Relating to Temporary Provisions Covering the Technical and Operational Aspects of the Maritime Mobile-Satellite Service

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) that a minimum number of provisions to introduce the maritime mobile-satellite service in an orderly manner has been adopted;

b) that administrations have, as yet, little or no experience in operating a maritime mobile-satellite service;

c) that the International Maritime Satellite Organization (INMARSAT) has recently commenced its activities;

d) that CCIR is studying the technical and operating aspects of this service;

e) that, consequently, it is impossible at the present time to establish comprehensive regulatory provisions covering in detail the technical and operational aspects of such a service;

f) that, nevertheless, temporary administrative, technical and operational provisions may become necessary before the next competent administrative radio conference;

recognizing

that any CCIR or CCITT recommendations on this subject could be more readily adapted to changing techniques than could detailed regulations;

recommends

1. that, whilst gaining experience to provide a basis for the adoption of detailed regulations by the next appropriate administrative radio conference, administrations participating in the maritime mobile-satellite service should agree to temporary administrative, technical and operational provisions, notify them to the Secretary-General, and invite other administrations to adopt them, without prejudice;

2. that the CCIR and the CCITT continue their studies; and

invites

the Administrative Council to take the necessary action to place this matter on the agenda of the next competent World Administrative Radio Conference.

RECOMMENDATION No. 314(Mob-83)

Relating to a Radiotelephone Frequency in the 8 MHz Band for Exclusive Use for Distress and Safety Traffic in the Future Global Maritime Distress and Safety System (FGMDSS)

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) that the International Maritime Organization (IMO) is developing a future global maritime distress and safety system (FGMDSS);

b) that the IMO has requested this Conference to provide a radiotelephone frequency in the 8 MHz band for exclusive use for distress and safety traffic;

c) that this Conference, however, was not in a position to meet this requirement;

d) the importance of this requirement for the FGMDSS,

recommends

that the World Administrative Radio Conference for Mobile Services due to be held in 1987 should consider this matter further and provide a radiotelephony frequency in the 8 MHz band for exclusive use for distress and safety traffic;

invites the Administrative Council

to include this Recommendation on the agenda of the World Administrative Radio Conference for the Mobile Services due to be held in 1987;

requests the Secretary-General

to transmit this Recommendation to the IMO.

RECOMMENDATION No. 315(Mob-83)

Relating to Shore-Ship Digital Selective Calls in the Band around 500 kHz

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) that CCIR has recommended a Digital Selective Calling (DSC) System;

b) that the International Maritime Organization (IMO) has adopted DSC as part of the future global maritime distress and safety system (FGMDSS);

c) that DSC will be used both in public correspondence and in the FGMDSS;

d) that CCIR has foreseen the need for a considerable number of frequencies for DSC in the HF bands;

e) that IMO has proposed that a frequency in the band around 500 kHz be used for alerting in the shore-ship direction in the FGMDSS;

recognizing

a) that the exact geographical position of a ship is generally unknown by the coast station; it is thus often necessary to make digital selective calls on a number of different HF channels for alerting an individual ship;

b) that ships generally have good access to coast stations;

c) that it is feasible to call or alert on a frequency in the band around 500 kHz a major part of shipping in coastal areas by one-way digital selective calls;

d) that a ship alerted in such a manner would then call the coast station by the most appropriate means of communication;

e) that this Conference has provided the frequency 490 kHz for distress and safety calls in the shore-to-ship direction by digital selective calling techniques, subject to the conditions specified in Resolution No. **206(Mob-83)**,

recommends

that the CCIR study the effective use of the band around 500 kHz for shore-to-ship digital selective calls for public correspondence and distress alerting and that the result of the study be presented to the World Administrative Radio Conference for the Mobile Services, planned for 1987,

invites

administrations to submit contributions to this study.

RECOMMENDATION No. 316(Mob-83)

Relating to the Use of Ship Earth Stations Within Harbours and Other Waters Under National Jurisdiction

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

recognizing

that permitting the use of ship earth stations within harbours and other waters under national jurisdiction belongs to the sovereign right of countries concerned;

recalling

a) that this Conference has adopted Recommendation No. **313(Rev.Mob-83)**, relating to temporary provisions covering the technical and operational aspects of the maritime mobile-satellite service;

b) that the World Administrative Radio Conference, Geneva, 1979, allocated the bands 1 535 - 1 544 MHz and 1 626.5 - 1 645.5 MHz to the maritime mobile-satellite service and the bands 1 544 - 1 545 MHz and 1 645.5 - 1 646.5 MHz to the mobile satellite service;

considering

a) that the maritime mobile-satellite service, which is at present in operation worldwide, has improved maritime communications greatly and has contributed much to the safety and efficiency of ship navigation, and that fostering and developing the use of that service in future will contribute further to their improvement;

b) that the maritime mobile-satellite service will play an important role in the future global maritime distress and safety system (FGMDSS);

c) that the use of the maritime mobile-satellite service will be beneficial not only to the countries having ship earth stations at present but also to those considering the introduction of that service;

is of the opinion

that all administrations should be invited to consider permitting to the extent possible ship earth stations to operate within harbours and other waters under national jurisdiction in the bands 1 535 - 1 545 MHz and 1 626.5 - 1 646.5 MHz;

recommends

that all administrations examine this matter further.

RECOMMENDATION No. 317(Mob-83)

Relating to the Use of a Priority Indicator Signal for Alerting Ships to Send Overdue Position Reports and for Other Ships to Report Sightings

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) that the International Convention on Maritime Search and Rescue. 1979, provides for the establishment of ship reporting systems by States for the search and rescue regions for which they are responsible;

b) that verification of the safety of vessels, which have failed to report, is required;

c) that some administrations have already established such ship reporting systems;

d) that standard procedures need to be adopted;

recommends

1. that a priority indicator signal with the following meaning be adopted:

> "A position report to the ship reporting system of (name of administration) was expected from the vessel indicated by the call sign (...) but has not been received. This vessel or any vessel or shore station that has been in communication with, or sighted this vessel should immediately communicate with the station which has sent this signal";

2. that a suitable signal for this purpose would be the alphabetic characters «JJJ» in the Morse Code for radiotelegraphy and the spoken words "REPORT IMMEDIATE" for radiotelephony;

3. that the name and call sign of the vessel would be broadcast with ships' traffic lists followed by the above signal when an expected position report is overdue for a period specified by administrations;

invites administrations

to consider this matter and submit proposals to the next competent conference for the implementation of this signal taking into account the views of the International Maritime Organization (IMO);

requests the Secretary-General

to communicate this Recommendation to the IMO for consideration.

RECOMMENDATION No. 602(Rev.Mob-83)

Relating to the Planning of Frequencies in the Band 283.5 - 315 kHz Used by Maritime Radiobeacons in the European Maritime Area

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) that the "Regional Arrangement for Maritime Radiobeacons in the European Area of Region 1, Paris, 1951", referred to hereinafter as the "Paris Arrangement, 1951" is largely based on the geographical disposition of radiobeacons existing before 1939 and on the state of maritime navigation at that time;

b) that, since the conclusion of the Paris Arrangement, 1951, the geographical disposition and certain characteristics of maritime radiobeacons have been changed by bilateral or multilateral agreements, particularly to take into account the changes which have occurred in the rules and procedures of maritime navigation;

c) that the Paris Arrangement, 1951, is based essentially on the use of aural direction-finding receivers;

d) that studies conducted by administrations, the International Association of Lighthouse Authorities (IALA) and the CCIR have demonstrated the need to review the provisions of the Paris Arrangement, 1951;

e) that the parts of those studies relating to adjacent channel spacing and modulation characteristics should be clarified;

f) that the frequency band 283.5 - 315 kHz used by maritime radiobeacons is also allocated, on a permitted basis, to the aeronautical radionavigation service;

noting

a) the existence in Chapter VIII of the Radio Regulations (Article **35**, Section **IV**, paragraph C "Maritime Radiobeacons") of provisions Nos. **2860** to **2865**;

b) the existence in Chapter III (Article **8**, Section **I**) of No. **405**, which defines the European Maritime Area;

recommends

1. that a regional administrative conference for the European Maritime Area should be convened to revise the provisions of the Paris Arrangement, 1951, and prepare a plan of maritime radiobeacons in the European Maritime Area in the band 283.5 - 315 kHz;

invites the Administrative Council

to take the necessary steps to convene a regional administrative conference on the basis of Articles 7 and **54** of the International Telecommunication Convention (Malaga-Torremolinos, 1973), at an early date, if possible early in 1985;

invites the CCIR

to establish the technical bases needed for the work of that conference;

requests the Secretary-General

to communicate this Recommendation to the International Maritime Organization (IMO), the International Association of Lighthouse Authorities (IALA) and the International Civil Aviation Organization (ICAO).

RECOMMENDATION No. 604(Rev.Mob-83)

Relating to the Future Use and Characteristics of Emergency Position-Indicating Radiobeacons

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) that according to Article 41 of the Radio Regulations, the essential purpose of the emergency position-indicating radiobeacon (EPIRB) signals is to facilitate determining the position of survivors in search and rescue operations;

b) that requirements for carriage of EPIRBs are under consideration with a view to amendments being proposed to the International Convention for the Safety of Life at Sea, 1974;

c) that requirements for carriage of EPIRBs are included in the International Convention for the Safety of Fishing Vessels, Torremolinos, 1977;

d) that the International Maritime Organization (IMO) is considering various types of EPIRBs for use in the future global maritime distress and safety system (FGMDSS), and that these EPIRBs will be an integral part of the future system;

e) that the IMO has stressed in its Resolution A.279 (VIII) the urgent need for unification of the characteristics of EPIRBs;

recognizing

a) that there are provisions in the Radio Regulations for EPIRBs on the frequencies 2 182 kHz, 121.5 MHz, 243 MHz, and in the band 406 - 406.1 MHz;

b) that significant changes in frequency allocations for satellite systems were affected by the World Administrative Radio Conference, Geneva, 1979. The band 406 - 406.1 MHz is now exclusively allocated to the mobile-satellite service (Earth-to-space) for EPIRB use and development. The band 1 645.5 - 1 646.5 MHz is allocated to the mobile-satellite service (Earth-to-space) and limited in use to distress and safety operations. The band 1 544 - 1 545 MHz is exclusively allocated to the mobile-satellite service (space-to-Earth) for distress and safety operations;

c) that in order to facilitate the application of a universal standard for EPIRBs operating on the frequencies 121.5 MHz and 243 MHz, this Conference has adopted Appendix 37A,

recommends

1. that, in view of their mutual interest in this matter, IMO and the International Civil Aviation Organization (ICAO) be invited, as a matter of urgency, to review and align their concepts for EPIRBs in regard to search and rescue operations and the safety of life at sea;

2. that the CCIR continue to study technical and operating questions for EPIRBs, in consideration of concepts stated by the IMO and ICAO;

requests the Secretary-General

to communicate this Recommendation to the IMO and ICAO.

RECOMMENDATION No. 713(Mob-83)

Relating to the Use of Radar Transponders for Facilitating Search and Rescue Operations at Sea

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,

considering

a) that a search and rescue system, composed of shipborne radars operating in the 9 GHz band in combination with radar transponders which respond to radio signals transmitted by the shipborne radar, could be a practicable means of position-finding for a unit in distress at sea;

b) that this system would make use of radars operating in the 9 GHz band already installed on board ships and aircraft engaged in search and rescue operations and could contribute greatly to search and rescue operations at sea;

c) that this system would be more effective, if the small-size, lightweight and low-cost radar transponders were in conformity with internationally agreed technical and operating characteristics;

d) CCIR Questions 28/8 and 45/8, and in particular the studies on homing on emergency position-indicating radiobeacons;

requests the CCIR

to include in its studies on the future global maritime distress and safety system (FGMDSS) the technical and operating characteristics of radar transponders for facilitating search and rescue operations at sea, *recommends administrations*

to study this matter and submit contributions to CCIR,

invites the Secretary-General

to bring this Recommendation to the attention of the International Maritime Organization (IMO), the International Association of Lighthouse Authorities (IALA) and the International Civil Aviation Organization (ICAO).

Note by the General Secretariat

Some parts of the Radio Regulations which were not examined or amended by the Conference contain references to numbers which have been deleted.

Consequently, the following amendments should be made to those parts of the Regulations:

Provisions deleted by the Conference	*Parts of the Regulations which contain references to provisions deleted*	*Amendments to be made in parts of the Regulations not examined or amended by the Conference*
SUP 3030 and SUP 3031	Appendix 16, Section A, footnote [1]	Delete from footnote [1] the numbers "3030, 3031"
SUP 4194	Appendix 1, Section F (page 17, note [2]) Appendix 17 (page 4) note [3]	Delete these two notes
SUP 4361 and SUP 4364	No. 4368	Replace the words "according to Nos. 4358 to 4365 or No. 4367" in No. 4368 by "according to Nos. 4358, 4359, 4360, 4362, 4363 and 4365 or No. 4367"

In Appendix 31, the Conference added note *i)* in the Table. The footnote on pages AP31-3 et AP31-5 of the Radio Regulations should therefore be amended to read:

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* For notes *a)* to *i)*, see page AP31-7.

Similarly, *considering b)* of Recommendation No. 300 contains a reference to Recommendation No. 200, which has been replaced by Resolution No. 206, and to Recommendation No. 309 which has been deleted.

Accordingly, a reference [1] should be inserted in *considering b)* of Recommendation No. 300 and the following footnote added:

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[1] *Note by the General Secretariat:* Recommendation No. **200** has been replaced by Resolution No. **206(Mob-83)** and Recommendation No. **309** deleted by the WARC for the Mobile Services (Geneva, 1983).

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